The Hong Kong Daily Press.

No. 9894 第九千八百九十四號 光緒十五年九月初七日 HONGKONG, TUESDAY, OCTOBER 1st, 1889. 禮拜二 香港英十月一號 PRICE $2¼ PER MONTH

SHIPPING.

ARRIVALS.

September 29, ACTIV, Danish steamer, 355, Revsbeck, Pakhoi 26th September, and Hoihow 28th, General.—ARNHOLD, KARBERG & Co.

September 30, SARPEDON, British str., 1,495, Barwise, Liverpool 17th August, and Singapore 24th September, General.—BUTTERFIELD & SWIRE.

September 30, CHI-YUEN, Chinese str., 1,211, C. R. Null, Shanghai 26th September, General.—C. M. S. N. Co.

September 30, BISAGNO, Italian steamer, 1,489, V. C. Federico, Singapore 23rd September, General.—CARLOWITZ & Co.

September 30, CANTON, British steamer, 1,110, Sleeman, Shanghai 26th September, General.—JARDINE, MATHESON & Co.

September 30, LAERTES, British steamer, 1,350, R. F. Seale, Shanghai 24th September, and Foochow 28th, Tea, &c.—BUTTERFIELD & SWIRE.

September 30, PESHAWUR, British str., 2,136, L. H. Moule, Bombay 13th September, and Singapore 25th, Mails and General.—P. & O. S. N. Co.

September 30, SOOCHOW, British steamer, 327, MacIsaac, Pakhoi 27th September, and Hoihow 29th, General.—CHINESE.

September 30, WANDERING JEW, Amr. ship, 1,650, D. C. Nichols, Newcastle (N.S.W.) 21st August, Coal.—ORDER.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.

30TH SEPTEMBER.

Sarpedon, British steamer, for Amoy.
Zafiro, British str., for Manila.
Kong Beng, British str., for Swatow.
Kutsang, British str., for Swatow.
Changsha, British str., for Port Darwin.
Nanzing, British str., for Amoy.

DEPARTURES.

September 30, FREJA, Danish str., for Hoihow.
September 30, GOLIAH, Siamese bark, for Bangkok.
September 30, CANTON, British steamer, for Whampoa.
September 30, CHANGSHA, British steamer, for Australia.
September 30, ZAFIRO, British str., for Manila.
September 30, NANZING, British steamer, for Manila.
September 30, KUTSANG, British steamer, for Swatow.
September 30, CHI-YUEN, Chinese steamer, for Whampoa.

PASSENGERS.

ARRIVED.

Per *Sarpedon*, str., from Liverpool, &c.—Mr. Tomlin, and Mrs. De Souza and 2 children, and 247 Chinese, from Singapore.

Per *Chi-yuen*, str., from Shanghai.—Capt. Johnson, and 162 Chinese.

Per *Activ*, str., from Pakhoi and Hoihow.—40 Chinese.

Per *Laertes*, str., from Shanghai, &c.—Mr. McKenzie, and 20 Chinese.

Per *Canton*, str., from Shanghai.—Capt. and Mrs. Waddelove, Miss Mochada, Messrs. Arthur and Stemmel, and 207 Chinese.

Per *Peshawur*, str., for Hongkong.—From Bombay.—Mr. and Mrs Sivewright. From Brindisi.—Col. Cook, Messrs. Dickson and T. S. O'Dell. From Gibraltar.—Major and Mrs. Campos. From Penang.—32 Chinese. From Singapore.—Mr. A. Daque, and 43 Chinese. For Shanghai.—From London.—Mrs. Cousins and 2 children, Messrs. W. W. Dickinson, W. Bowman, and J. W. Williamson. From Penang.—2 Chinese. For Yokohama.—From London.—Miss Ozaki. From Singapore.—Lieut. Ashworth.

Per *Soochow*, str., from Pakhoi, &c.—41 Chinese.

REPORTS.

The British steamer *Soochow*, from Pakhoi 27th September, and Hoihow 29th, reports had moderate N.E. winds and fine weather.

The British steamer *Sarpedon*, from Liverpool 17th August, and Singapore 24th September, reports had fine weather throughout.

The Chinese steamer *Chi-yuen*, from Shanghai 26th September, reports had light variable winds and fine weather throughout the passage.

The Italian steamer *Bisagno*, from Singapore 23rd September, reports on the 27th inst. spoke B.T.H.D., English, in lat. 15.45 N., long. 113.18. E.

SCOTCH WHISKY.

Really the best is CUTLER PALMER & Co.'s
Because it is old and mature and rich,
Because it is quite free from fusel oil,
Because Physicians approve it as A 1.
It is shipped in Round, Square, and Heart Shaped Bottles.

Our Agents have Stocks of either
Please apply to SIEMSSEN & Co.,
or to LANE, CRAWFORD & Co.

Hongkong, 21st January, 1889. [1529

ZETLAND LODGE

No. 525.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 1st of October, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 27th September, 1889. [2032

JOSEPH GILLOTT'S STEEL PENS.

GOLD MEDAL,
PARIS, 1878.
Sold by all
Stationers and Dealers. [881

MONEY to LEND on MORTGAGE, $5,000. Current rate of Interest. Good security.

Address, C. W.,
Care of *Daily Press* Office.

Hongkong, 15th July, 1889. [1480

FOR SALE
AT THE PEAK.

"BROCKHURST" and surrounding land, comprising R. B. L. No. 1.

The House, which is substantially built, has recently been enlarged, and commands one of the finest views in the Colony.

The Site is sufficiently large to allow of several other Houses being built thereon.

For Full Particulars, apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 23rd August, 1889. [1772

THE ILFORD DRY PLATES
IN THREE DEGREES OF SENSITIVENESS.

	½ pt.	¼	1/1	
ORDINARY	50 cts.	$1	$2	per doz.
EXTRA RAPID	60 cts.			per doz.
SPECIAL RAPID	75 cts.			per doz.

Other sizes at proportionate Prices.
R. G. HOPKINS,
23, Pottinger Street,
Sole Agent for Hongkong.
Price Lists on application. 10 per cent. Discount to Professionals. [1610

INTIMATIONS.

£1,000 STG. Payable at Age 55, or at death if previous (even if that event occurs during the first twelve months)—may be secured by a payment at the rate of:—

£ 7	7	6	per quarter if commenced at age (n. b.)	20
£ 8	14	2		25
£10	11	2		30
£13	4	10		35
£17	15	8		40
£27	12	6		45

AFTER the Policy has been three years in force—should the Policy-holder wish to discontinue future payments—he will be entitled to receive on application a Free Paid-up Policy for proportionate amount of the Sum Assured. For instance a man who had assured at 45, after five years' payments would be entitled to a Paid-up Policy for £500 free of future payments as explained in Prospectus.

Note.—It is an advantage to effect Provisions of this nature early in life. By delay the rate of subscription increases; Death may occur before the Provision is effected, or Health may fail and render the life ineligible for Assurance.

THE BORNEO COMPANY, LIMITED,
Agents,
STANDARD LIFE OFFICE,
Hongkong.

890—2

KELLY & WALSH, LIMITED.

Wedding Number of the Graphic.
Wedding Number of Illustrated London News.
Summer Number of the Graphic.
A Splendid assortment of choicely bound Bibles, Prayer Books, Hymns A. & M., Portuguese Prayer Books, Christian Years, Thomas A. Kempis, The Poets, and Standard Works.
Brassey's Naval Annual.
All England Series:—Golf, Lawn Tennis, Rowing and Sculling, 40 cents each.
Infantry Drill Book, 1889.
Chamberlain's Colloquial Japanese.
Stedman's Chinese and English Phrase Book.
The Ballet, representing The Months, a series of beautiful figures, carbon prints on Opal, in Ivory and Plush frames.
"Squeezer" Playing Cards.
Vegetable Ivory Poker Chips.

FRESH CIGARETTES.
(Just landed in splendid condition.)
Sweet Caporals.
Kinney's Straight Cuts.
Richmond Straight Cuts.
Allen & Ginter's Virginia Brights.
Little Beauties.
Kinney's Special Full Dress Straight Cuts.
Manila Cigarettes—Senoritas—Well Seasoned, 200 in box for $1.50.

KELLY & WALSH, LD., HONGKONG.
[20

THE

HALL & HOLTZ

CO-OPERATIVE

COMPANY, LIMITED.

1889. AUTUMN 1889.

NOVELTIES

S P E C I A L   S H O W   S H O W   S P E C I A L

NOVELTIES

IN ALL DEPARTMENTS.

THE HALL & HOLTZ
CO-OPERATIVE Co., LD.

Hongkong, 27th September, 1889. [23

W. BREWER HAS JUST RECEIVED

Brassey's Naval Annual, 1889.
Boosey's Royal Operas.
The Verdi Album.
Operatic Album.
Badminton Library — Shooting, Fishing, Hunting, Cricket, Cycling, Racing, Driving, Athletics and Football.
Hick's Yachts, Boats, and Canoes.
The "Sun" perfect Fountain Penholder.
Travelling Chess Boards and Men.
New Iron Back Trichord Pianos, by Monington & Weston, Broadwood, and Collard & Collard.
New Tennis Bats; "The Champion," "The Demon."
Ayres' Champion Tennis Balls.
Fine Selection of Photo Albums, Frames and Screens.
Dressing Cases, Writing Cases, Blotters.
Quantity of New Cheap Literature.

WALTER W. BREWER,
UNDER HONGKONG HOTEL.
21

SPECIALITIES.

INVALID'S PORT

CUTLER PALMER'S.

Analysed and Certificated by PROFESSOR CASSALL. Each bottle bears his Certificate of Purity. *The Wine is as designated.*

Apply to
SIEMSSEN & Co.
1886

CARBOLINEUM AVENARIUS.

AN ANTISEPTIC PAINT for the PRESERVATION OF WOOD.

The best and cheapest substitute for Oil-paint and Tar.

SIMPLE APPLICATION. GREAT SAVING.
NUMEROUS TESTIMONIALS.

Protects all kinds of Wood against Fungus, Insects, and Decay.

Used during the last 12 years with the utmost success.

The most effective preparation against the ravages of WHITE ANTS and all other Wood destroying insects, proved by TESTIMONIALS of leading authorities in the Colonies.

Sold in Casks of about 450 lbs. net; Price 8 cents per lb.

For Further Particulars, apply to
SCHEELE & Co.,
Sole Agents,
No. 16, Stanley Street.

Hongkong, 13th June, 1889. [1230

BANKS AND LAND COS.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL .... £2,000,000.
PAID UP .... £ 580,000.

LONDON:
Head Office.......40, THREADNEEDLE STREET,
West End Office, 25, COCKSPUR STREET.

BRANCHES IN INDIA, PERSIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—
Fixed for 12 months, 5 per Cent. per Annum.
Fixed for 6 months, 4 per Cent. per Annum.
Fixed for 3 months, 3 per Cent. per Annum.
On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

AGENCY DEPARTMENT.

For the convenience of those returning to Europe, an Agency Department has been added to the ordinary business of the Bank, for the transaction of Personal Agency of every description.

Pay and Pensions collected.
Baggage cleared, warehoused, or forwarded.
Insurances effected.
Circular Notes and Letters of Credit issued.
Agency of the NATIONAL LIFE ASSURANCE SOCIETY.

H. A. HERBERT,
Manager, Hongkong Branch.

Hongkong, 12th March, 1887. [11

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL $5,000,000
PAID UP CAPITAL 2,500,000
RESERVE FUND 1,250,000

BOARD OF DIRECTORS:
Hon. J. J. KESWICK, Chairman } Managing
C. P. CHATER, Vice-Chairman } Directors.
E. A. SOLOMON, Esq.
J. S. MOSES, Esq.
S. C. MICHAELSEN, Esq.
G. E. NOBLE, Esq.
LEE SING, Esq.
POON PONG, Esq.

BANKERS:
THE HONGKONG & SHANGHAI BANKING CORPORATION.

Money advanced on Mortgage on Land or Buildings.
Properties purchased and sold.
Estates managed and all kinds of Agency and Commission business relating to Land, &c., conducted.

Full particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A. SHELTON HOOPER,
Secretary.

Victoria Buildings,
Hongkong, 3rd May, 1889. [609

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $7,500,000
RESERVE FUND 4,400,000
RESERVE LIABILITY OF PROPRIETORS 7,500,000

COURT OF DIRECTORS:—
W. H. FORBES, Esq.—Chairman.
H. L. DALRYMPLE, Esq.—Deputy Chairman.

W. G. Brodie, Esq.	S. C. Michaelsen, Esq.
T. E. Davies, Esq.	J. S. Moses, Esq.
J. F. Holliday, Esq.	L. Poesnecker, Esq.
Hon. J. J. Keswick.	N. A. Siebs, Esq.
Hon. B. Layton.	E. A. Solomon, Esq.

CHIEF MANAGER.
Hongkong—G. E. NOBLE, Esq.
MANAGER.
Shanghai—JOHN WALTER, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.

On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE,
Chief Manager.

Hongkong, 24th August, 1889. [9

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
G. E. NOBLE,
Chief Manager.

Hongkong, 1st January, 1889. [10

COMPTOIR D'ESCOMPTE DE PARIS.
IN LIQUIDATION.

HONGKONG AGENCY.

CONSTITUENTS of the above Bank are requested to send in their PASS BOOKS to be written up, and either to withdraw their balances, or to transfer them to the Local Agency of the COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.

Holders of FIXED DEPOSIT RECEIPTS may have them exchanged for Receipts of the COMPTOIR NATIONAL D'ESCOMPTE DE PARIS for like amounts, plus the interest accrued on the date of the Exchange.

—CHANTREY INCHBALD,
Agent.

Hongkong, 25th September, 1889. [2020

THE PREMIER CHAMPAGNE

is the Dry Elite quality of
BINET FILS ET CIE., REIMS.
SHIPPED BY
CUTLER, PALMER & Co.,
to their China and India Agencies.

N.B.—Connoisseurs of Champagne should compare this superior wine with any of the best qualities of other Shippers. Price, $24 per dozen Case. [1666

BANK.

COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.

CAPITAL, fcs. 40,000,000=£1,600,000, in 80,000 Shares of fcs. 500, of which 250 per Share has been paid (with power to increase).

BOARD OF DIRECTORS:
Messrs. DENORMANDIE, ex-Governor of the Bank of France, *President.*
BERGER, Director of the Imperial Ottoman Bank.
VLASTO, Director of the Crédit Mobilier.
MERCET, of the Firm of Périer frères & Cie., Bankers.
LEDOUX, Merchant.
MOZET, Honorary President of the Chambres Syndicales du Bâtiment.
THIEBAUT, Founder.
SCHLUMBERGER.
(Committee of Management)

CONTROLLING COMMITTEE.
Messrs. ALLAIN-LAUNAY, ex-Inspector of Finance.
G. MARTIN,
DE SINCAY, Auditor of the Compagnie Universelle du Canal de Suez.

MANAGEMENT.
Messrs. ALEXIS ROSTAND, Manager.
AUGUSTE GALLAY, Sub-Manager.
EMILE ULLMANN, Manager's Secretary.

LONDON BANKERS:
The Bank of England.
The Union Bank of London.

LONDON OFFICE:—
52, Threadneedle Street, E.C.

HONGKONG AGENCY.
CHANTREY INCHBALD,
Agent.

Current Accounts opened on terms which may be ascertained on application.

Fixed deposits received at interest upon 12 months' notice 5 per cent per annum.
6 „ 4 „ „
3 „ 3 „ „

Loans and Credits granted on approved securities, and every description of Banking and Exchange Business transacted with the chief commercial places of the world.

By Order,
E. G. VOUILLEMONT,
Manager.
Shanghai Branch.

1895

AUCTIONS.

PUBLIC AUCTION
OF
OLD CHINESE PORCELAINS, EMBROIDERIES & CURIOS.

THE Undersigned has received instructions to Sell by Public Auction, on
SATURDAY,
the 5th October, 1889, commencing at 2.30 P.M., at his Sales Rooms, Duddell Street,

A VERY FINE COLLECTION OF
OLD CHINESE PORCELAINS AND CURIOS,
JUST RECEIVED FROM PEKING,
Comprising—

Fine OLD PEKING ENAMELS, Old Blue, Five-Coloured, Black, Blue and Gold, Hawthorn and Imperial Yellow, Green, &c. VASES, JARS, BASINS, and TRAYS from the MING DYNASTY and REIGN of KANGHE downwards, Very Fine Five-Coloured Old SCREENS, Old Soochow LACQUER, Fine Old Five-Coloured Peking SNUFF-BOTTLES, BRONZES, IVORIES, Very Fine Old SILK EMBROIDERIES, and other CURIOS.

The above will be on view on Friday next, and Catalogues will be issued prior to Sale.

TERMS OF SALE.—Cash on delivery.

G. R. LAMMERT,
Auctioneer.

Hongkong, 30th September, 1889. [2041

NOTIFICATION.

HONGKONG VOLUNTEER ARTILLERY.

I.

THE DRILL SEASON of the above CORPS will commence on the 1st Oct.

II.

Surgeon CANTLIE will attend at HEAD QUARTERS every FRIDAY EVENING at 6 O'CLOCK to inspect any Gentlemen wishing to join.

III.

Intending Members on passing Medical Examination will be enrolled and passed on to recruit drill at once.

IV.

Any one who has previously been an efficient Member of a VOLUNTEER CORPS will not be required to drill until November, but it will be to the advantage of all such New Members to enrol as early as possible.

V.

Expresses of Drills, &c., will be issued later on.

By Order,
H. T. HAWKINS, Captain R.A.,
Adjutant, Hongkong Volunteer Artillery.

Headquarters,
Hongkong, 27th September, 1889. [2031

CHINESE IMPERIAL GOVERNMENT 7 PER CENT. LOAN (E) OF 1886, SIXTH DRAWING.

INTEREST DUE and DRAWN BONDS of this LOAN will be payable at the Offices of the Corporation on and after the 30th instant.

Lists of Drawn Bonds can be obtained on application to the undersigned.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
Agents issuing the Loan,
G. E. NOBLE,
Chief Manager.

Hongkong, 30th September, 1889. [2045

WHOLESALE AND RETAIL.

WATERBURY WATCHES,

THE HANDIEST, CHEAPEST, & BEST TIME-KEEPERS INVENTED.

$3 PRICE THREE DOLLARS EACH $3

REPAIRS NEVER EXCEED 50 CENTS FOR EACH WATCH.

Orders from Outports to be accompanied with remittance for cost.

THE MITSUI BUSSAN KAISHIA,
(Sole Agents in Japan & China for the Sale of the above Watches),
10, Queen's Road Central,
Opposite Marine House.

Hongkong, 30th August, 1888. [1758

THE
MARINBURK FURNITURE Co., LD.,

COLLEGE CHAMBERS,

Beg to request the Public before purchasing elsewhere to call and Examine their best made

FURNITURE AND UPHOLSTERY.

Most reasonable prices, comparing favourably with others. Only the very best Materials used, and first class Workmanship guaranteed.

Shortly expected to arrive, the very Finest Selected Stock of

FURNITURE COVERINGS, ART DRAPERIES, CURTAINS, FRINGES, &c.

Hongkong, 2nd September, 1889. [57

MACAO ROTISSERIE,

No. 2 & 4, RUA FORMOSA.
BEST BRANDS WINES & SPIRITS, ENGLISH ALE AND PORTER,
TIFFIN & DINNER to Order.
Proprietress,
MISS C. PALMER.
1395

INTIMATIONS.

"IT IS NOT TRUE"

that any Disinfectant excels, or is cheaper (in using) than

CALVERT'S
No. 5 CARBOLIC

The most reliable preparation YET discovered as a Preventive of Cholera or Fevers, and for the destruction of Insect or Germ life.

Sold in 1/- and 1/6 ribbed bottles, ¼, ½, and 1 Gallon Tins.

Dr. R. M. GOVER, in his report to the Director-General of Prisons, says:—Carbolic Acid is the *most certain and powerful* of the numerous substances used as antiseptics and disinfectants. The preparations supplied by Messrs. CALVERT & Co. are, in my opinion, *much superior to those of any other manufacturer.*"

SEE THAT TRADE MARK IS ON EACH PACKAGE OVER THE CORK.

F. C. CALVERT & Co.,
MANCHESTER,

AWARDED 50 GOLD & SILVER MEDALS AND DIPLOMAS,

In each case the HIGHEST Award when tested in competition with other Disinfectants.
[1211

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the SIXTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS of the Society, will be held at its Head Office, Hongkong, on THURSDAY, the 10th October next, at NOON, for the purpose of receiving the Report of the Directors together with Statements of Accounts for the year 1888, and for the half year ending 30th June, 1889.

The TRANSFER BOOKS of the Society will be CLOSED from the 1st to the 10th October, both days inclusive.

By Order of the Board,
N. J. EDE,
Secretary.

Hongkong, 28th September, 1889. [2037

THE SHARE LIST CLOSES AFTER THE ARRIVAL OF THE STEAMER *CLARA* FROM TONKIN.

THE HONGAY LIME AND CEMENT WORKS, LIMITED.

To be Incorporated under the Companies Ordinances 1864-1886.

CAPITAL $250,000
DIVIDED INTO 50,000 SHARES OF $5 EACH.

Payable, $1 on Application, $1 on Allotment. Balance as required, at one month's notice. One half of the Shares is held by the Directors and their friends and will be allotted in full; the remainder are now offered for Public Subscription in Tonkin and Hongkong.

The following is Mr. HAYLLAR'S Report on the Property to be purchased by the Company:—

26th September, 1889.

TO THE DIRECTORS OF THE HONGAY LIME AND CEMENT WORKS, LIMITED.

GENTLEMEN,—I beg to hand you my report on the proposed cement works at Hongay.

The original concession was 500 metres (1,640ft. 5in.) long and 500 metres, (1,640ft. 5in.) wide; of this the owner proposes to sell to your company a piece 300 metres (984ft. 3in.) long and 500 metres (1,640ft. 5in.) wide, giving an area of nearly 150,000 square metres (1,514,580 square feet), of fairly level ground, with Kilns, Engine, Mill, Sheds, and all materials, reserving to himself the remainder.

The site is very well situated, with a sea frontage of 984ft. 3in., at the North end of Hongay Bay, opposite to the wharf of the Charbonnages du Tonquin. This bay is beautifully sheltered from all winds, has a good anchorage, and is deep enough for large steamers.

There is a plentiful supply of good and fresh water on the site, and further permission has been granted to construct a small dam and convert a valley to the North of the lot into a fresh-water Reservoir.

The cement is an artificial cement and is a heavy slow-setting one such as Portland cement, which it closely resembles; is of a good colour and weighs 420 lbs. to the cask. The tensile strain is high and the cement has already been extensively used in Haiphong for floors, concrete, bricks, pilasters, etc., and is giving every satisfaction, but as yet it has been only turned out in a very small quantity owing to lack of machinery, nor in such good quality as it is possible to make it, although during the last year improvments have taken place in the cement both in colour, tensile strength, and weight. With good machinery, proper and continuous supervision, I am convinced you will be able to turn out a very superior hydraulic cement, equal in every respect to the best Portland, and with the very great advantages you enjoy of good and easy transport, cheap labour, the close proximity of a good supply of coal, limestone & clay, and a plentiful supply of water you ought to turn it out at an exceptionally low rate.

The Clay is to be got from the banks of the river, the Limestone from the Limestone Islands, &c which surround the Bay; there is an inexhaustible supply of both of these materials, which are of very good quality and very similar in their chemical constituents to the clays and limestone used in the best cement works in England, *i.e.* the Portland, Medway, and Thames Cement Companies.

The Coal required is also close at hand and after careful examination I find the Coal of the District eminently adapted to the burning of Cement.

The existing Machinery will have to be removed but it can be used for the manufacture of Bricks, and New Kilns, Engines, and Machinery will have to be erected, also a Pier of about 100 feet long to allow Steam-launches to discharge easily.

I calculate the cost of existing buildings and materials at the site at $12,000, but details of tests I am now making and the cost of erection of New Machinery I will forward you in a day or two.

Herewith Analysis of Three Cements and a Hydraulic Lime shewing comparative constituents of the Clay and Lime used in England and at Hongay.

	Portland Cement Heavy	Portland Cement Light	Hongay Cement	Hydraulic Lime
Carbonate of Lime	77.00	71.55	74.00	84.00
Carbonate of Magnesia	0.80	0.80	traces	15.00
Organic Matter	traces	0.80	1.30	0.00
Alumina	2.70	3.50	4.20	traces
Ferris Oxide	3.50	2.20	4.00	1.00
Silica	15.80	20.10	14.00	0.00
Alkalies	1.00	traces	traces	0.00

H. F. HAYLLAR, C.E.

Applications for shares must be made on the printed form, and forwarded to the Bankers, THE NEW ORIENTAL BANK CORPORATION, LIMITED, (where share forms may be obtained) together with the amount payable on application.

Hongkong, 30th September, 1889. [2048

FIREWORKS.

Orders addressed TH. GORS, BATAVIA, will be forwarded direct by the Steamers of the N. I. S. N. Co. Price Current may be had free at the *Daily Press* Office.

Batavia, 2nd January, 1889. [185

INTIMATIONS.

DAKIN BROTHERS OF CHINA, LIMITED,
MANUFACTURERS
OF
AERATED WATERS.

The Factory is fitted with a powerful Steam Plant of the most replete and modern description. The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

The following are manufactured daily:—

AERATED WATER,	GINGER ALE,
SODA WATER,	SELTZER,
LEMONADE,	LITHIA,
TONIC,	SARSAPARILLA.

PHOSOPHOZONE.

DAKIN'S PHOSOPHOZONE.—A Delightful Tonic Beverage, free from Alcohol. Since its introduction to Public Notice as a First Class Substitute for Alcoholic Liquors, it has gained great popularity, and deservedly so, and we look forward with confidence to its general adoption, where a pleasant stimulant beverage is required, without those injurious after effects common to Alcoholic stimulants.

DAKIN BROTHERS OF CHINA, LIMITED,
LONDON—HONGKONG—AMOY. [134

MERCANTILE MARINE OFFICERS' ASSOCIATION.

UNTIL the NEW PREMISES are ready the above named institution will be carried on at Nos. 2, 4, and 6, High Street, (above the Government Civil Hospital).

Good Accommodation for M. M. Officers.

JAS. EDWARDS,
Proprietor.

J. A. CLARKE,
Teacher of M. M. Officers and Engineers.
Above Address.

Hongkong, 2nd September, 1889. [1836

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1880 WHITE SEAL.
$22 .... per case of 1 dozen quarts.
$23 .... per case of 2 dozen pints.
PAUL DUBOIS & Co.'s
CLARET, GRAND VIN LEOVILLE.
$25 .... per case of 1 dozen quarts.
CLARET, CHATEAU LAROSE.
$13 .... per case of 1 dozen quarts.
$14 .... per case of 2 dozen pints.
PONTET CANET.
$9.50 .... per case of 1 dozen quarts.
PALMER MARGAUX.
$7.50 .... per case of 1 dozen quarts.
$8.50 .... per case of 2 dozen pints.
LORMONT.
$5 .... per case of 1 dozen quarts.
JOHN WALKER & SONS'
OLD HIGHLAND WHISKEY.
$8 .... per case of 1 dozen bottles.
ALSO.
CUTLER PALMER & Co.'s
WINES AND SPIRITS.
SIEMSSEN & Co.

Hongkong, 1st January, 1884. [25

INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED,
ESTABLISHED 1870.
HEAD OFFICE,—Hongkong.
CAPITAL TWO MILLION DOLLARS.

PAID-UP CAPITAL .... $ 400,000
RESERVE FUND 650,000
CLAIMS PAID 710,000
BONUSES PAID 400,000

RISKS accepted at CURRENT RATES OF PREMIA.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 12th March, 1889. [738

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.

Hongkong, 16th November, 1872. [14

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMAN & Co.,
Agents

Hongkong, 1st July, 1889. [165

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BRÖCKELMANN & Co.

Hongkong, 1st July, 1889. [678

THE NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $100,000, on first-class risks at current rates.

DUNN, MELBYE & Co.

Hongkong, 16th February, 1889. [413

PHŒNIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & Co.,
Agents for the Phœnix Fire Office.

Hongkong, 17th August, 1887. [15

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.
CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LUM SIN SANG, Esq.

BAN HUP, Esq.	YOW CHONG PENG, Esq.
CHAN LI CHOY Esq.	Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [1949

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.

Hongkong 16th July, 1887. [55

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

As Agents of the above Company we are prepared to accept RISKS against FIRE at Current rates.

RUSSELL & Co.

Hongkong, 2nd May, 1889. [909

NEW ADVERTISEMENTS.

NOTICE.

THE INTEREST AND RESPONSIBILITY of Mr. J. A. GUBBAY in our Firm has Ceased from this date.

TOEG & GUBBAY.

Hongkong, 30th September, 1889. [2054

NOTICE.

MR. HERCULES JOHN SCOTT has This Day been admitted a PARTNER in our Firm.

COHEN & GEORG.

Hongkong, 1st October, 1889. [2055

NOTICE.

I HAVE This Day admitted Mr. N. N. ADIS and Mr. A. O. COHEN Partners in my Business of BILL, BULLION, and GENERAL BROKER, and the Firm from this date will be carried on as "COHEN & ADIS."

A. S. COHEN.

Hongkong, 1st October, 1889. [2057

THE STRAITS INSURANCE COMPANY, LIMITED.

AN INTERIM DIVIDEND of 5 per Cent. for the Half-year ending 30th June, 1889, has been declared by the Board of Directors, and DIVIDEND WARRANTS will be issued on the 1st October, at the Head Office of the Company.

ROBT. BAIRD,
Agent.

Hongkong, 1st October, 1889. [2052

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the under-mentioned Bank Share Certificates, viz:
No. B. 2071=3465/66, 4645/52, 21341/55, 14389, 92, 51692/712. } ... 50 Shares
in the name of L. MENDEL,
No. B. 2099=3280/3289 ...10
B. 2134=53909/23, 57342/46, 1406/10. } 25
in the name of W. D. SPENCE,
No. B 2269= 27918/ 7932. ...15
in the name of W. H. GASKELL,
together ONE HUNDRED SHARES HAVE BEEN LOST and should the same not be produced before the THIRTY-FIRST DAY OF DECEMBER NEXT, New Certificates will be issued to the said L. MENDEL, W. D. SPENCE, and W. H. GASKELL respectively and the aforesaid Certificates B 2071, B 2099, B 2134, and B 2269 will be thereafter treated by this Corporation as null and void.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
G. E. NOBLE,
Chief Manager.

Hongkong, 1st October, 1889. [2056

OFFICE OR BEDROOM TO LET.

AN AIRY & COMMODIOUS ROOM suitable as an OFFICE or BEDROOM in a Central position close to the CLOCK TOWER. Rent, Dollars 25 per month.

Address,
A. B. C.,
Office of this Paper.

Hongkong, 1st October, 1889. [2058

FOR SALE.

LETTS'S DIARIES

FOR

1890.

LANE, CRAWFORD & Co.

Hongkong, 1st October, 1889. [22

HONGKONG RIFLE ASSOCIATION.
FAKI CUP.

Seven Shots at 200 yards. Position—Standing. Seven Shots at 300 yards. Position—Sitting or kneeling. To be won 3 times before becoming any Member's absolute property. Winners to be penalized 5 points after winning it once, and 7 points after winning it twice.

The Third Competition will take place next SATURDAY, 5th day of October, at 4.15 P.M. Intending Competitors must send me 30 cents, Entrance Fee, not later than 5 p.m. next Friday, 4th day of October.

A. SHELTON HOOPER,
Honorary Secretary.

Hongkong, 1st October, 1889. [18

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship
"PESHAWUR,"

Captain L. H. Moule, will leave for the above place TO-MORROW, the 2nd October, at DAYLIGHT.

E. L. WOODIN,
Superintendent.

Hongkong, 30th September, 1889. [1

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"ALBANY,"

E. Porter, Commander, will be despatched for the above Port on FRIDAY, the 4th inst., at FOUR P.M.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 1st October, 1889. [2050

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE, AND YOKOHAMA.

THE Steamship
"GLAMORGANSHIRE,"

will be despatched for the above Ports on the 8th Proximo.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 30th September, 1889. [2050

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Company's Steamship
"NINGCHOW,"

W. Durdin, Commander, will be despatched as above on or about the 9th Oct.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 1st October, 1889. [2053

THE "GIBB" LINE OF STEAMERS.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

(Taking through Cargo for ADELAIDE, TASMANIA, and NEW ZEALAND).

THE British Steamship
"AFGHAN,"

Captain Golding, will be despatched as above on THURSDAY, the 10th inst., at FOUR P.M.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, 1st October, 1889. [2060

INTIMATIONS.

A. S. WATSON & COMPANY, LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER MANUFACTORY is replete with the best Machinery, embodying all the latest improvements in the trade.

The greatest attention has been paid to appliances for ensuring purity in the Water supply, to secure which we have added a Condenser capable of supplying us with 3,000 gallons of distilled water a day, and are now in a position to compete in quality with the best English Makers. Our Sweet Waters cannot be surpassed anywhere.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

COAST PORT ORDERS whenever practicable, are despatched by first steamer leaving after receipt of order.

Our Registered Telegraphic Address is, "DISPENSARY, HONGKONG," And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE.

☞ No Credit given for Bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of containing Aerated Water, as such Bottles are never used again by us.

WATSON'S PURE FRUIT CORDIALS.
Prepared from the Juice of the finest selected Fresh Ripe Fruit.

RASPBERRY — BLACK CURRANT
STRAWBERRY — RED CURRANT
DAMSON — ORLEANS PLUM
PINE APPLE
MORELLA CHERRY
LIME FRUIT, &c.

A table-spoonful (more or less according to taste) added to a tumbler of plain or aerated water forms a delicious beverage. The addition of Wines or Spirits produce excellent and piquant results.

Price, 75 Cents per Bottle or $7.50 per dozen Case Assorted.

RASPBERRY SYRUP
STRAWBERRY SYRUP } Price, $1 per Bottle
RASPBERRY VINEGAR

For imparting a delicious flavour to AERATED WATERS, SUMMER DRINKS, &c., &c.

Sole Agents for Hongkong and China for MONTSERRAT LIME FRUIT JUICE AND CORDIALS.

A. S. WATSON & Co., LIMITED, Hongkong, China, and Manila. [2—19

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

TELEPHONE No. 12.

DEATH.

At Cathay Villa, Durham Road, Portobello, on the 23rd August, 1889, KATHERINE SHAW, aged 37 years, the beloved wife of JOHN MACDONALD, formerly of West Point, also their infant daughter AGNES RUBY, aged 37 hours. [2051

The Daily Press.

HONGKONG, OCTOBER 1st, 1889.

A QUESTION that excites at the present moment a good deal of natural interest is, Who will step into the place left vacant by the lamented death of the Hon. FREDERICK STEWART? The post of Colonial Secretary of Hongkong is an important office which has usually been filled by the transference to it from another colony of some experienced official. The appointment of the late Dr. STEWART to this post was somewhat exceptional, but he had, by acting in that capacity for at least four years at different times, established such a strong claim, and had so excellent a record besides, that the Downing Street authorities could not ignore it, supposing they had desired to confer the appointment on an outsider. The circumstances are now somewhat different. Of the possible candidates for this prize in the ranks of the existing officials none have acted as Colonial Secretary very recently, and none of them at any time except for very brief periods. They will, therefore, if the appointment be made from among the local officials, have to be taken on their merits. There are several who have, by length of service and experience of the Colony, strong claims to the post. Of these the Hon. ALFRED LISTER, Postmaster-General, the Hon. W. M. DEANE, Superintendent of Police, and the Hon. H. E. WODEHOUSE, Police Magistrate, Coroner, and Superintendent of the Fire Brigade, are the most conspicuous by reason of length of service, and they will probably all be candidates for the appointment. Mr. LISTER is expected to arrive here very shortly, being now on his way out, and Mr. DEANE will be leaving England in a few days. Mr. ACKROYD, Registrar of the Supreme Court, who is also about to return, may possibly also apply for the post, though he may safely be regarded as out of the running, his experience having been confined to the Law Courts. It is probable that Mr. LISTER stands the best chance of all these officials, that is, of course, supposing that he applied for it. Although not senior to Mr. DEANE in the service, he is greatly his senior in the Executive and Legislative Councils, and is more in the groove for promotion. This is of course more Mr. DEANE's misfortune than his fault. He was appointed to the post of Captain Superintendent of Police in 1868, a very good post for a young man, as he was then, and there he has been allowed to remain, having formed into an excellent policeman, though not, we believe, particularly enamoured of the duties. Near the close of Sir JOHN POPE HENNESSY's term of office he twice for a brief period acted as Colonial Secretary, but save when on one occasion in 1881 he was for a few months Acting Colonial Treasurer this has been Mr. DEANE's only experience since he was appointed to the Police. Mr. LISTER, on the other hand, has at one time or another filled posts in nearly all the public departments, and is familiar with their working. But a great deal depends upon whether the Colonial Office have an urgent unsatisfied claimant for promotion from another Colony clamouring for a long deferred appointment. In any case, however, the post is not likely to long remain vacant since the importance of its being filled is well recognised in Downing Street.

We are requested to state that there will be no concert at the Sailors' Home this (Tuesday) evening.

The Pacific Mail steamer *City of Sydney*, which leaves here on the 9th inst. for San Francisco, will call in at Kobe.

We note by a London telegram in Indian papers that the P. & O. steamer *Arcadia* was discharging at Southampton on the 5th September.

The Agents (Messrs. Adamson, Bell & Co.) inform us that the Shire Line steamer *Glamorganshire*, from London, left Singapore for this port on Sunday.

According to the return of the Curator of the City Hall Museum, 176 Europeans and 2,018 Chinese visited that institution during the week ended 29th September.

Kuhlow says that His Majesty the Emperor has nominated Vice-Consul Feindel, hitherto administrator of the German consulate at Tientsin, to be Imperial German Consul at Amoy.

As was anticipated, the September settlements in the share market have not passed off altogether satisfactorily, but the trouble was discounted in the previous month's collapse, and yesterday's difficulties were consequently no surprise.

We understand that no arrangements for the Acting Colonial Secretaryship will be made at present, nor in all probability until the arrival of the Hon. A. Lister, a week hence. The work will in the meantime be carried on by the Departmental staff.

Yesterday at the Police Court before Mr. Robinson, a contractor named Tai Ting Yune was fined $20 with the alternative of six weeks' imprisonment for blasting stone above Plantation-road, whereby large pieces of stone were projected on to the high road to the danger of passers-by.

Among the details of the great strike in London we find the *Kaisow* with 4,000 tons of cargo remained in dock with only 100 moved; the *Dardanus* in a week unloaded 200 tons out of 4,000; the *Aberdeen* took a week to discharge 150 out of 5,000 tons, the *Ulysses* only worked 100 tons in ten days.

To the Singapore version of the Reuter's telegram announcing that a stringent convention has been signed in London between England and Italy for the suppression of the slave trade and the treatment henceforth of slavers as pirates there is the following addition:—"The Mediterranean is alone excepted from the operation of the convention."

According to the *Times* the scientific expedition of Colonel Pevtsoff to Thibet has been stopped by the Chinese authorities in Kashgar, on the pretext that the Colonel's passport, which is in the name of his predecessor, General Prjevalsky, is not in order. The Chinese gave the expedition free passage across the frontier, but have arrested its progress in Kashgar.

In the *Guardian* of the 14th August there is a notice of the marriage, which took place at St. Giles's, Oxford, on the 8th idem, of Bishop Scott of North China to Frances Emily, daughter of Captain Montagu Burrows, Chichele Professor of Modern History. Bishop and Mrs. Scott were to leave London on the 19th September for Shanghai by the P. & O. steamer *Shannon*.

The Band of the A. & S. Highlanders will play the following programme at the Officers' Mess this (Tuesday) evening, commencing at 8.30 p.m.:—

Grand March ... "Silver Trumpets" ... Viviani.
Valse ... "The river of years" ... Liddell.
Selection ... "Dorothy" ... Cellier.
Cavatina from Fausta (Clarionet solo) "Ah se d' Amor" ... Donizetti.
Selection ... "The Pirates of Penzance" ... Sullivan.

The report on the trade of 1888 by the British Consul-General at Bushire, Persia, states:—The opium crop of Central Persia was an average one, the London market being stagnant throughout the year. The bulk of the 1888 crop was shipped to Hongkong, where in July and August a marked advance in prices occurred, and the early shipments returned good profits. Later in the year large shipments of the drug from India lowered prices in China.

The *Straits Independent* says that the opium-smuggling into the Colony, which has resulted in the Government offering a very high reward for the discovery of the guilty parties, is artfully carried on. The smugglers regularly import twice a month contraband opium from China, which finds sale here below the Farmer's rates. The injury to the latter and to the revenue is obvious enough. The smugglers go to work in such a wily and crafty manner as to baffle detection so far.

The following "taradiddle" is from the *Pall Mall Gazette*:—"A sudden demand for bronze-coloured hair perplexes the worthy coiffeurs of Paris just now. But as the demand must produce or create the supply, an enterprising merchant in capillary wares sent to China while the craze was still young, and the result is that bales of copper-coloured hair, long and short, straight and curled, has arrived at Marseilles, and the humblest grisette can now shave and be happy—that is, invest in a bronze-coloured wig of Chinese origin."—It would puzzle any one to find bronze-coloured hair in China.

The *Deli Courant* says that coolie emigration from China to Deli continues to work smoothly, and gives rise to no serious difficulties. But the supply does not yet come up to the demand, owing perhaps to the time of year when harvest operations are in full swing in China. On the 4th September one steamer alone brought 102 coolies. Three days afterwards the same steamer returned to China with 89 time-expired coolies. They carried their savings in the form of cheques on accredited parties in China, payable only on arrival there. These precautions for the welfare of the coolies will undoubtedly give Deli a good name among the labouring class there.

In Java, says the *Straits Times*, the native population has been so rapidly increasing during the present century that the danger of over-population becomes imminent. Mr. R. A. Eekhout, in a pamphlet, has raised an alarm by showing that the population estimated at 21,000,000 in 1885 doubles in 39 years, so that there is every prospect of the figure reaching 41 millions in 1923. The high mortality among children on the island owing to neglect only, prevents the increase from being still more remarkable. To safeguard against the peril of over-population, Mr. Eekhout would have State-aided emigration from the island to other parts of the Archipelago where waste land abounds.

The *Mercury* says:—A holiday party of well known ladies and gentlemen from Shanghai recently had an ugly accident in Japan, caused by a suspension bridge, which they were crossing, snapping, owing to the frolics of some Japanese girls who playfully set it swinging. One of the ladies who was riding in a chair had a narrow escape of being drowned in the fierce little mountain torrent which the bridge spanned, and which was four or five feet deep. She was, however, gallantly rescued by the chair coolies, assisted by one of the gentlemen of the party, who, however, suffered somewhat severely from his immersion. The conduct of the Japanese coolies on this occasion is a marked and pleasing contrast to that of the railway officials on the Kobe-Yokohama line in the recent accident. A telegram has been received stating that all the members of the party are now recovered from the effects of their misadventure, which might have ended very seriously.

At the British Summary Civil Court at Shanghai a Portuguese named Campos, living in Boone Road, Hongkew, summoned a neighbour, a youth named McCarthy, for shooting the complainant's cat. The defendant admitted the charge, but stated that he shot the cat in consequence of seeing it kill two of his pigeons, on his back premises. He had lost six out of eight valuable pigeons through the depredations of cats. The Assistant Judge said he believed defendant's statement, but that was no justification for shooting the cat. The offence was punishable by imprisonment for as long as six months, or by a fine as great as £20; and had there been anything like wanton cruelty in this case he should have dealt severely with the defendant. A fine of $5 and costs was imposed.—*N. C. Daily News.*

The sale of the lot of land on Kennedy Road, East of the Tramway, took place yesterday afternoon, Mr. R. F. Drury, of the Public Works Department, officiating as auctioneer. The lot, which contains 25,995 feet, was put up at $5,199, the annual rent being $120. It was bought by the Rev. Dr. Chalmers, on behalf of the Union Church, at $10 advance on the upset price. The site is next to the Tramway, on the eastern side, and is large enough for the erection of the new Church and beyond, to the east, of a parsonage. The plans for the new building have been taken from the present structure with two or three unimportant alterations, and the addition of a vestry, which the old church does not possess. The estimated cost of the new church is only $15,000, the contractor using the old material, or as much of it as is practicable.

On the 23rd September, before Mr. Justice Wood, in the Supreme Court, at Singapore, in the matter of the Rawang Tin Mining Company, (Limited), Mr. J. G. Davidson moved that the winding up petition be granted. The winding up petition set forth the name of the Company, and that it is registered in Singapore, and the objects for which the company was established. The company was indebted in the sum of $42,896 for money advances, and the company was unable to pay its debts. There was no opposition; therefore it was not necessary for Mr. Davidson to go further than to move His Lordship to grant the order and prayer of petition for winding up the company, and to ask that Mr. Hornby, the Provisional Liquidator, be appointed Official Liquidator. Mr. Nanson, on behalf of the company, concurred in the application.

In the House of Commons, on the 27th August, Sir G. Baden-Powell asked whether the Postmaster-General could state in round numbers the quantities of mail matter despatched from this country to Hong Kong, Shanghai, other Chinese ports, and Japan respectively; and the routes by which the respective quantities were despatched. —Sir H. Maxwell: The weight of mails despatched by the respective routes may be taken approximately as follows:—By Suez Canal weekly—for Hong Kong, letters 100lb., printed matter, &c., 1,000lb.; for Shanghai, letters 70lb., printed matter, &c., 600lb.; for other ports of China, letters 14lb., printed matter, &c., 150lb.; for Japan, letters 43lb., printed matter, &c., 600lb. By San Francisco weekly—for China, letters 4lb., printed matter, &c., 30lb.; for Japan, letters 25lb., printed matter, &c., 150lb. By Canadian-Pacific route fortnightly—for China, letters 2lb., printed matter, &c., 30lb; for Japan, letters 10lb., printed matter, &c., 70lb.

The *Straits Times* says that the following snake story from Penang has been sent to it by one Captain Marsh. From it our readers will see how injudicious it is to be abroad at two o'clock in the morning:—"I had been for a walk in the country, and lost my way, and so about two o'clock in the morning I sat down under a tree to have a rest, and dropped off into a light sleep. Waking up, to my horror I saw a huge boa-constrictor, about 25 feet long, coming down the tree. He came down with lightning speed, and before I had time to get out of the way he had a turn of his body round my neck and two round my right leg. Fortunately I always carry a bowie-knife about with me at night time, and I had just time to cut him in half as he began to squeeze. I need not say that I released myself and got on to the road as quickly as I could; and there I swooned, and was picked up in the morning by a gharry and taken to the General Hospital, where I remained for sixteen days."

An interesting little sketch of "A Tour on the Thibetan Borders," by Mrs. C. Polhill-Turner, in the September number of *China's Millions*, affords another illustration of the extraordinary fear with which the Chinese regard the Thibetans. On the 9th April the writer and her party left for Hsiala-ku-t'so, a boundary of China Proper. Beyond that—she says—there are no villages, only black tents, in which the "black Thibetans" live. No Chinese are allowed to pass this place without a written pass from the Governor of Kokonor, and as our passport only goes as far as Kansuh, much as we would like to have gone on to Kokonor, we could not do so. The Chinese are awfully afraid of the Thibetans. We suggested going on to Kokonor to our man. He was almost transfixed with horror, and when he did speak it was to say, "But we have no gun or sword." I laughed, and asked him did he want us to kill people? but he was far too serious for joking. In the little place we stopped at there were no provisions to be got, either for man or beast, and our coolie thought it accordingly a very bad place, though he was highly delighted at the reception we had there.

We (*Mercury*) are informed upon excellent authority that the work of extending the Tientsin railway towards the Capital will be actively begun in the coming winter, and that the undertaking, in accordance with the expressed wish of the Emperor, will be pushed forward as rapidly as possible. A beginning will be made as soon as a quantity of plant which has been ordered in Europe arrives, but it will not be allowed to interfere with the execution of the Hankow-Peking line, in connection with which, we believe, Li Hung-chang will have most of the financing to do. There is every reason to believe that a very large loan will shortly be placed on the market in connection with this scheme, as soon as the Palace loan which is being hawked about Peking and Tientsin (having been refused in many quarters owing to the conditions), is concluded. The difficulty about this loan is that the Chinese authorities want to get it in a back stairs sort of way, without the issue of an Imperial Edict, and also that they want the loans in silver, which considering the present state of the market, those who would otherwise lend, do not consider a desirable condition.

We take the following items from the *London and China Express* of the 30th August:—

A number of young Chinese gentlemen, with ages varying from nineteen to thirty-one years, are at present located at Essen. They are scholars of the artillery school at Tientsin, and lieutenants in the Chinese army. They will reside in Germany for eight months, instructed by Colonel Schnell, their tutor at Tientsin. The object of the visit to Essen is to acquire some practical knowledge of what they have already acquired theoretically. Accordingly they will be shown the various processes of iron and steel manufactures, and the methods of manufacturing powder, guns, and small arms. They will witness gun firing at the Krupp shooting-place near Meppen. They are also expected to take part in the autumn army manœuvres. Last week the Eastern visitors handed to Mr. and Mrs. Krupp the gifts of the First Ruler of China, which they brought over with them.

Ah Chuan, cook on board the steamship *Mogul*, lying in the Millwall Docks, was charged with concealing 23½ lbs. of foreign manufactured tobacco, and 19 lbs. 10 oz. of cigars, with intent to defraud Her Majesty's Customs, he having thereby made himself liable to forfeit the sum of £67 1s., the treble value and duty, for which sum the Commissioners of Customs had elected to sue: and Took Loom, 37, second cook on the same vessel, was charged with attempting to smuggle 19 lbs. of tobacco and 9 lbs. 4 oz. of cigars, thereby rendering himself liable to forfeit the sum of £40 14s. 6d., the treble value and duty. On the 23rd inst. Mr. Gilbert, an officer of customs, boarded the vessel, and prisoners were questioned as to whether they had any tobacco or cigars; they replied they had not, but on the galley being searched the tobacco and cigars were found. They were concealed in various parts of the galley, some of them being in an iron pot under some rice, and some in the oven. Defendants each picked out the tobacco and cigars belonging to them, and they were then charged. The two stewards of the vessel had already been convicted of smuggling a large quantity of tobacco, and heavily fined.—Mr. Ogle, who defended, said the defendant secreted the tobacco and cigars for the chief steward. Defendants did not think they were doing wrong.—Mr. Lushington fined Ah Chuan £67 1s., or two months' imprisonment, and the other prisoner £40 14s. 6d., or six weeks'.

We understand that the Archbishop of Canterbury has selected the Rev. Charles John Corfe, M.A., Chaplain of H.M.'s Dockyard, Portsmouth, as Bishop for Korea, and has applied to the Admiralty to allow Mr. Corfe to relinquish his present position in H.M.'s service. The Bishopric is at present without endowment, but the Bishop will have the use of certain funds which have been provided by the Society for the Propagation of the Gospel.

The Naval Aide-de-Campship to the Queen, vacant by the promotion to flag rank of Captain Henry C. St. John, has been awarded to Captain Richard D. King, who was midshipman of the *Surprise* at the blockade of the Canton River and bombardment and capture of Canton; he carried the colours of the landing party at the assault and capture of the Peiho Forts, receiving the Chinese medal, Canton and Taku clasps, and assisted in piratical action at the Island of Lin Tin, near Hongkong, when a 5-gun battery and 25 large war-junks were captured.

The death is announced of the Rev. Samuel Beal, D.C.L., the distinguished Oriental scholar, and Professor of Chinese in the London University. Dr. Beal was born in 1825, and was educated at Trinity College, Cambridge, where he graduated in 1847, being made Hon. D.C.L. of Durham in 1885. He took priest's orders, and was appointed a chaplain in the Royal Navy in 1852. Placed on the retired list in 1887, he became rector at Greens-Norton, Towcester, in 1888. After holding several curacies and various clerical appointments in the Navy in the earlier portion of his career, he was rector of Falstone, Northumberland, 1877-80, and rector of Wark-on-Tyne, 1880-88. He was appointed Professor of Chinese in University College, London, in 1877. Dr. Beal was the author of "Travels of Buddhist Pilgrims," from the Chinese, 1869; "Catena of Buddhist Scriptures," from the Chinese, 1872; "Romantic Legend of Buddha," 1875; Five Lectures delivered at University College, London," 1876; "Damma Pada, or texts from the Buddhist Canon," 1878; "Sacred Books of the East," published by the Clarendon Press, Oxford; "Buddhism in China," issued in the non-Christian series of the Society for Promoting Christian Knowledge, 1881; and "Records of the Western World," an important work published in Trübner's Oriental series, 1881.

LATEST TELEGRAMS.

(FROM "STRAITS TIMES.")

LONDON, 20th September.

THE NETHERLANDS INDIES.

The Budget for the Netherlands Indies shows an Estimated Expenditure of 140,500,000 guilders, and a deficit of 14,400,000 guilders.

The Government sales of Coffee are estimated at 460,000 piculs. Bills are announced for the construction of a cable between Macassar and Bandjermassin for the strengthening of the Naval resources, and for the construction of a Railway.

[The Netherlands India Budget has for years shown a chronic deficit, indeed ever since the Acheen war came into full swing. The colony has reached the limits of its taxable resources, and loans have had in consequence to be resorted to. Coffee sales have long been a mainstay of the revenue, and the yield may be expected to be heavy with a rising market. The cable referred to has for years been under discussion, and possesses both political and commercial advantages. The N. I. Navy stands sorely in need of better ships to render the Acheen blockade effective. The railway probably means one now under construction on the West Coast of Sumatra, from the seaboard inland, to tap extensive coal fields on the Ombilien River.—ED. S. T.]

SERVIA AND MONTENEGRO.

Private negotiations are proceeding for an alliance, defensive and offensive, between Servia and Montenegro.

LONDON, 21st September.

HOME RULERS ON THE STUMP.

Lady Sandhurst and the Right Hon. James Stansfeld, who are touring Ireland in the interests of Home Rule, have received the Freedom of the City of Dublin.

THE FUNERAL OF THE HON. F. STEWART, LL.D.

The funeral of the late Hon. F. Stewart, Colonial Secretary, took place yesterday morning, at the Protestant Cemetery, Wong-nei-chong. The cortège left the deceased gentleman's residence in Arbuthnot Road at a quarter to eight o'clock and arrived at the Cemetery shortly before nine. The Central School boys joined the procession at the house, and at the Monument the Police and Gaol Guard fell in. Beyond this there was no formal marshalling of the procession. The chief mourner was Mr. J. M. Gutierres. His Excellency the Governor, Sir William Des Vœux, was present in person, attended by his Aide-de-camp and Private Secretary; and there were also present Mr. Fielding Clarke, Acting Chief Justice; Colonel Craster, R. A., the Officer commanding the Troops, and staff officers; Commodore Church, R. N., and a number of Naval officers; Hon. A. J. Leach, Acting Attorney-General; Hon. H. E. Wodehouse, C.M.G., Acting Colonial Treasurer; Hon. S. Brown, Surveyor-General; Hon. N. G. Mitchell-Innes, Acting Registrar-General; Hon. P. Ryrie, Hon. Wong Shing, Hon. C. P. Chater, Hon. B. Layton, Hon. J. J. Keswick, Mr. A. Seth (Clerk of Councils), Mr. A. G. Wise, Acting Puisne Judge, and nearly all the heads of departments and other officials, M. Vissavona, Acting Consul for France, Mr. A. G. Romano, Consul-General for Portugal and Consul for Brasil; Rev. Father Burghignoli; Rev. Father Lemonier; and a large number of the general public including quite a host of Chinese, amongst whom were many of the deceased's old scholars. The service was conducted by the Right Rev. Bishop Burdon and the Rev. W. Jennings, Colonial Chaplain. The inscription on the coffin plate was as follows:—"The Hon'ble Frederick Stewart, LL.D.; aged 51; died 29th September, 1889." The coffin was covered with wreaths sent by His Excellency the Governor, Mr. M. Gutierres, Mr. Wodehouse, Mr. C. Ford, and others who did not attach their cards. We hear that owing to the large scale on which Dr. Stewart indulged in charity—but so unobtrusively that few knew of it until after his death—his estate will realise a comparatively small sum.

THE FATAL ACCIDENT IN UPPER STATION STREET.

An enquiry was held at the Magistracy yesterday afternoon by Hon. H. E. Wodehouse touching the death of two women and two children who were killed on the 20th September by the fall of the cookhouses at Nos. 22 and 24 Upper Station Street.

Kwok Pak Sing, trader, said.—I live on the second floor of No. 24 Upper Station Street. I knew one of the deceased, named Kwok Tai Yung. She was my niece. Her age was about 13 years. She lived with me. I was in the house when the accident occurred. On the 20th September about daylight I was asleep in my room. My niece was sleeping in the sitting room. Suddenly I heard a part of the building fall. I ran downstairs. I knew another of the deceased, a woman about fifty years of age. The noise I heard was caused by the falling of one of the walls of the house.

Francis Alfred Cooper, Inspector of Buildings, said—I visited Nos. 22 and 24 Upper Station Street on the 25th September. I found that the rear wall of the two houses had almost completely fallen away. The houses were adjoining. They are three storeyed houses of the usual Chinese construction, consisting of a large room in the front, partitioned off into smaller ones and cookhouses behind, on each floor. The rear wall had fallen out very nearly from top to bottom. I am of opinion that the top floor of one of the cook houses must have given way first and this brought down the top floor in the other house. I examined the planking that had fallen and found the ends were very much decayed. I did not notice any particularly faulty construction in the place. The mortar used appeared to be about up to the average. There was very little bonding in the walls throughout the building. The joists were strong enough for the ordinary purposes of a cookhouse, and I think the collapse must have been caused by the floors being put to some other use than that for which they were intended. From what I saw I do not think I should have condemned the cookhouses. The portion of the houses left standing is not safe for occupancy in my opinion. There are a few persons still living there. I have not reported this. It is not my duty to do so.

His Worship—Is it not the duty of the Survey Department to warn the inhabitants?

Witness—No, I have only to report if there is any danger to public safety, and to see to the proper shoring up of the building.

His Worship—But if the houses fall down that will endanger public safety?

Witness—I do not think they will fall down. The floors may give way.

His Worship—Will not that bring down the walls as in the present case?

Witness—No, I think not from the present condition. They have not enough weight for that.

Kwok Pak Sing, recalled, said—Of the people who were living in the house two of them are missing, my niece and a woman. The part that fell down on my floor was used as a cook house. It was not used for any other purpose. I know nothing about the other floor. I cannot say which floor gave way first. I do not know how my niece or the other woman met with their death. They were sleeping in the sitting room, but they may have gone into the cookhouse for something.

Mong Ayu, prostitute, living at No. 22, Upper Station Street, said—I occupy a back room on the second floor. On the morning of the 20th I was sleeping in the cookhouse. I was awakened by the floor falling through and I fell into the next floor. I was badly hurt. My mother was occupying the same room. She fell also. She died of her injuries. I know nothing of the people on the ground floor. I did not hear anything about the next house coming down.

Inspector Hennessy said—On the morning of the 20th September about 5.30 a.m. a report was made at the Central Station that the cookhouses of Nos. 22 and 24 had fallen down. A party of police under Sergeant Hanna were sent to the spot. Three women were recovered and sent to the Government Civil Hospital. Three dead bodies were also taken out; one of an old woman about eighty, another of a girl about twelve, and one of a child about three months. One of the women sent to the hospital has since died. I have made enquiries but cannot find any reason for the falling of the cookhouses. I visited No. 22 last night and there are some people still living there. From what Mr. Cooper has said I think it would be advisable if they were directed to move out.

His Worship found that deceased met with their death by the collapse of the cookhouses of Nos. 22 and 24 Upper Station Street, and directed Inspector Hennessy to warn the tenants of No. 22 that the building was unsafe for habitation.

THE PEAK DRAINAGE AND WATER SUPPLY.

HONGKONG, 16th September, 1889.

EDWIN MACKINTOSH, Esq.,
Chairman of the Meeting of the Peak Residents,
held at the City Hall, 16th August, 1889.

DEAR SIR,—Having been requested by the above meeting for my opinion on the question of the drainage and water supply to the Peak, I beg to report as follows:—

DRAINAGE.

There are at present at the Peak four drains leading to four different outfalls and constructed on what is known as the "Separate System."

The object of these four drains is evidently to carry away the sullage waters chiefly from houses within the Pokfulam reservoir drainage area and conduct it by pipe drains to certain points of outfall without this area.

Commencing from the westward—

No. 1 drain begins by "The Hut" following the Peak Road east to the Umbrella Seat, where it turns to the north and discharges on the hill-side over the city. To this drain only one house is as yet connected.

No. 2 drain begins by the Gap Police Station, following the Peak Road east to Victoria Gap, where it turns to the north and discharges on the hill-side over the city, a little way down the Peak Road. To this drain only one house is connected.

No. 3 drain has two branches, one commencing from "Hirst's Bungalow" and following Plantation Road, the other commencing at "The Pavilions" and running west on the Mount Kellett Road, joining at the north-east corner of F. L. No 59, and thence following the Aberdeen Road to an outfall on the hill-side below "The Neuk." This drain has thirteen houses connected to it.

No. 4 drain commences at "Myrtle Bank" and follows the Mount Kellett Road south-west for a short distance, when it turns east to an outfall on the hill-side close to No. 3 outfall. To this drain there are seven houses connected.

It will thus be seen that only 22 houses out of the 60 at present built and occupied are connected to those drains, and that there still remain 5 houses which drain into Pokfulam reservoir.

The drainage of the Peak may therefore be considered in its infancy, and if with only 22 houses drained a nuisance is caused, this nuisance will be greatly increased when the whole Peak, with its 100 houses either built or in course of construction, are drained, to say nothing of a probable considerable addition to the number of houses in the course of a few years. These figures do not include Magazine Gap, which has 9 houses built and about 40 more likely to be built before long.

I have heard it argued that the nuisance complained of will cease when more houses are connected. With this I do not agree, as the houses at the Peak are so scattered that the greater the number drained, the more additional long lengths of drains will be required, with only a few houses connected to each and a continuous and rapid flow will not be maintained.

It has been attempted to remedy this defect by the construction of what are known as "Field's Flushing Tanks." The action of these tanks, is that they accumulate the drainage as it comes dribbling in till the tank is full, and then by a syphon arrangement the whole contents of the tank is discharged in a few seconds, thus causing a good flush to the drain. It is generally allowed that these flushing tanks are the most efficient of their kind.

They have been very properly put at the upper ends of the four drains. Their capacity is 130 gallons, and they are supplied by the sullage waters of one house only.

This is a very weak point, for not only is their discharge too seldom, thus permitting the sullage to decompose before it is discharged, but they are liable to total inaction in the event of the house which supplies them becoming unoccupied, and from that moment the drain would cease to receive any flushing unless the tank were hand filled.

As an instance of this I may mention that one of these tanks is dependent upon "The Pavilions," which are seldom or never occupied during the winter, and therefore the drain remains unflushed for months, which cannot fail to cause a nuisance.

In a climate like this, I consider every drain should be flushed twice a day to keep it sweet, and this can only be properly effected by a constant water supply to each flushing tank, with a cock so arranged that the tank will be filled and the drain flushed twice daily independent of any supply of house sullage.

I may as well here state that I consider the "Separate System" of drainage the most suitable for the Peak, though there are several details in the manner in which it has been carried out that in my opinion admit of improvement, and it is upon these details that its efficiency depends.

I consider it was unwise to lay these drains till a proper water supply had been provided, and the two schemes should have been carried out together, but, at the same time it was very important to take steps to prevent the Pokfulam water supply from becoming polluted.

The first and imperative necessity to improve the condition of the drains is a constant water supply.

I do not consider the lines taken by the present drains are in all cases the best.

The two drains Nos. 1 and 2 which discharge over the city should, I think, have been connected by carrying on No. 1 drain from the point at which it turns out at the Umbrella Seat till it connects to the commencement of No. 2 drain at the Gap Police Station. Had this been done in the first instance the long length from the Umbrella Seat to the outfall would have nearly sufficed to connect the two drains.

I see nothing for it but to carry on the present outfall to No. 2 drain by continuing it down the hillside till it connects to the town drain, which is carried up nearly as far as the first resting place on the Peak Road. This outfall is already causing a nuisance, and when the two large hotels now in course of construction are connected, it would very soon become dangerous.

The direction of the branch drain from "The Pavilions" (looking at the position of the outfall) is I consider wrong, and should run in the opposite direction.

The outfalls to No. 3 and 4 drains should be connected and carried considerably further down the hill, or else they will very soon cause such a nuisance as to become dangerous to the occupants of the houses in the neighbourhood.

The present stone ventilator covers, with nine 1½ inch diameter holes, which are so liable to become stopped up, should be replaced by iron gratings of larger ventilating area. I have counted as many as four of the present ventilators in succession without a single hole that is not stopped, thus concentrating the sewer gases and causing a nuisance.

These ventilators might often be put a little removed from the public road, but if the drain is properly flushed and ventilated it is a well-known fact that no nuisance would arise that can be complained of or that will be in any way injurious to health.

I will not attempt in this report to enter into the question of the drainage of the large majority of houses at the Peak that have at present no system of drains with which to connect.

The drainage question of the Peak cannot be considered without reference to the disposal of the excrementitious matter and kitchen refuse, which are at present supposed to be removed by hand and the former carried down to boats in the harbour, but only a very small portion of which there is every reason to believe ever reaches its proper destination, and no system involving such a vast amount of manual labour will be found to work satisfactorily, especially when it has to be carried out at night and by so careless and indifferent a race as the Chinese coolie.

Burning the kitchen refuse has been tried, but in the absence of any official data, and seeing it has been discontinued, I should say it is a failure, as it is not combustible by itself and during the rainy season must be perfectly sodden.

The best means of disposing of these two forms of refuse from the Peak are not very easy to decide.

I have attempted to invent some form of bucket which should be locked and so constructed that while admitting of excrementitious matter being put in, should prevent any being got out till the lid was unlocked. While it is possible to design a bucket which nearly conforms to this in theory, yet in practice I am confident it would not be found to work.

The best way, and the one which I recommend, is to lay a small cast iron pipe (say 4 inches diameter) from a suitable and central position at the Peak and carry it down to an outfall on the South side of the Island, discharging either direct into the sea, or into a tank from which it could be run direct into the night-soil boats, which would be only too ready to take it away for manural purposes and would probably be found to pay a considerable sum for it if put on board free in this manner.

This plan would minimise the labour, and it seems to me to be absurd to attempt to enforce a system which necessitates its being carried all the way down when the same object can be effected by gravitation.

A small chamber could be built at the top end and put in charge of an overseer who would know the coolies, and by dividing the Peak into districts and keeping a record of the number of buckets, he would soon be able to judge very nearly if each coolie was doing his work. The chamber could, by proper ventilation and a good flushing every morning after each night's work, be so constructed, that I am confident no nuisance would arise.

Another way to dispose of this refuse would be to have proper pits dug at well-selected places, in which the matter could be deposited, and every morning after the night's removal a layer of soil deposited over it. After a pit is nearly full, several feet of soil could be placed over it and the ground turfed and planted with trees. While I believe this plan would be found to work satisfactorily, if properly carried out, I am decidedly of opinion that my previous plan will be found to be the better.

As regards the disposal of the kitchen refuse I am certainly of opinion that this last plan is the best and will be found to work better than either attempting to burn it or carry it away long distances by hand.

WATER.

In considering a Water Supply to the Peak three main points must be complied with.

1.—The water must be good.

2.—It must be sufficient in quantity not only for present requirements but for those of many years to come.

3.—It must be delivered at an altitude to supply all but say two or three of the highest houses at the Peak.

Before discussing which is the best plan to fulfil these requirements it will be well to settle No. 2 and 3, i.e. the amount and altitude.

The number of Europeans living at the Peak this summer is 226, and the number of Chinese 1,025, occupying 68 houses.

The estimated number of Europeans next summer will be 300 and Chinese 1,300, living in 88 houses.

The estimated number of Europeans in the summer of 1891 will be 425, and Chinese 1,800, living in 100 houses.

After this date I am inclined to think the increase in the population at the Peak will be slow, and a water supply that will provide for a population of 100 per cent. over the estimated numbers for 1891 would, I consider, be ample.

These figures do not include Magazine Gap, nor the Chinese occupied in building operations; but, as will be seen presently, the scheme I am about to recommend will be ample for both, and the latter will be reduced to very small numbers after the buildings now in course of construction are completed.

I consider, therefore, that whatever scheme is adopted should be able to supply water (or to be so extended as to be capable of supplying water) for not less than 850 Europeans and 3,000 Chinese.

It will be noticed that the number of Chinese does not increase in proportion to the Europeans. This is only natural, as, with Hotels, cheaper houses and the Tramway, the proportion of servants to Europeans will be less and has been getting so for several years.

If 20 gallons per head is allowed for every European and 10 gallons per head for every Chinese, I am sure it will be over the amount used in actual working.

This would make a daily consumption in 1891 of 26,500 gallons, and allowing for the increase of 100 per cent. on the European population and their proportion of servants as above, would make 47,000 gallons per day.

The next question to decide is the altitude. Having caused careful levels to be taken and assuming the Victoria Gap to be 1,300 feet above the sea, I consider the service tank should be at a level of 1,560 feet.

My reasons for fixing on this level are that there are only about four houses above it;—that the level of "Plunkett's Gap" is 1,440 feet and "Jackson's Gap" 1,510 feet, over both of which gaps the water must flow, thus allowing 50 feet head to overcome friction, &c., at "Jackson's Gap."

Having thus decided upon the amount and the altitude I will now mention the only three ways that I know of fulfilling these conditions, viz:—

1.—To pump the water from the Tytam service tank.

2.—To pump the water from the Pokfulam Reservoir.

3.—To build a new reservoir and pump the water from it.

The first of these will require the water to be pumped a lift of no less than 1,160 feet.

The second will require the water to be pumped a lift of no less than 1,060 feet.

Both of these plans, owing to the enormous cost of pumping to such a height, are, I consider, out of the question.

As regards the third there are several sites at which a reservoir could be built, but the chief object is to select the highest which will supply sufficient good water, as by so doing the pumping would be reduced to a minimum.

There is no doubt in my mind that the site at the "Austin Arms" will fulfil all the requirements.

The level of the bottom of the reservoir would be 1,360 feet, thus necessitating a lift of only 200 feet; and I think I can show that an efficient reservoir can be formed at this site.

I have had cross sections of the valley taken from which I have ascertained without doubt that by a dam of only 40 feet in height a body of water can be impounded of no less than 13,500,000 gallons, or over the maximum amount required for nine months' consumption, not allowing for any rainfall during that time. There is no doubt therefore that this valley is more than sufficient to contain the amount required.

There is at present only one house that drains into this water-shed, and the drainage from it can be easily diverted. The source of supply may, therefore, be considered pure.

Only one other point remains to be decided, viz: Is the drainage area sufficient?

The area that can be made to drain into the reservoir is approximately 1,400,000 square feet, and, allowing the average annual rainfall of 80 inches, would give close on 60,000,000 gallons. A very considerable portion of this is lost by absorption and evaporation, but seeing that the maximum amount required is only 17,000,000, I am confident that the reservoir will be filled to overflowing for several months in the year during the rainy season.

I trust these figures will clearly prove the sufficiency of the scheme, and I will now give a short sketch of the plan as I would recommend it to be carried out.

I would build a concrete dam, 40 feet high in the centre, across the valley at the angle of the road by the Austin Arms. At this point Nature has so provided by narrowing the valley that the dam would only require to be about 150 feet long, and as the bed rock crops out no trouble would be experienced with the foundations, in fact the cost of this dam would be very small.

There is already sufficient level ground on which to build a small Pumping Station, and I think it likely that the pumping could be more economically performed by electricity than by steam, seeing that the coals would all have to be brought up from below, but this is a question into which I have not gone.

No private rights would be interfered with, and the road to R. B. L. 11 could be made along the top of the dam; but seeing that the house on this lot drains into the Pokfulam area, and cannot well be drained elsewhere, for the protection of the water supply I consider it ought to be resumed by the Government.

From the Pumping Station the water would be delivered into a Service Tank at 1,560 feet, and the most convenient place for this is the swamp below Mountain Lodge.

The tank should be built sunk into the ground, so that the top is level with the surface, and covered by brick arches, as it is correct to cover in all service tanks. By this means it would collect the whole of the drainage waters of this upper valley, and would, I am confident, for something like five months in the year save the cost of nearly all pumping. It should contain about ten days' supply, or say 500,000 gallons, which would require it to be 100 feet long, 50 feet wide and 16 feet deep; the top could be concreted over, and would be just the size for a tennis court if thought desirable.

From this service tank the water would be distributed by small cast-iron pipes in the ordinary way and the whole scheme is not only an inexpensive one but could easily be completed in 18 months from the date of commencement of the work.

A small pipe could also be carried on to supply the houses at Magazine Gap, which are even worse off for water than those at the Peak proper.

I am confident that if what I have recommended in this report is carried out, the drainage and water supply to the Peak will have been satisfactorily settled for very many years to come.

I will conclude by saying that if the small water works I have recommended is approved, I shall be most happy to place the services of my firm at the disposal of the Government, and commence at once with the necessary plans, &c., undertaking to have the whole of the work completed to the satisfaction of the Government within the 18 months I have specified.—I am, dear Sir, Yours truly,

R. K. LEIGH, Mem. Inst C. E.

ON THE NORTHERN CRUISE.

HAKODATE, 11th September.

The *Conquest* rejoined the fleet at Otaru on the 2nd September. She encountered a circular storm on the way, and found it still raging when she reached her anchorage. There is not much shelter at Otaru, so that lying at anchor there is no great boon. Next day the storm wore itself out and nothing remained but a long heavy swell which made landing a difficult business. There are some naval officers who are not to be kept from the shore except by tremendous difficulties. I confess to be one of that number; I seize every opportunity of renewing my acquaintance with *terra firma*. To be petrified into a piece of ship's biscuit or a lump of salt pork is no part of my ambition. The fossilising process goes on much too quickly as it is.

A liberal use of soothing and civilising influences of the shore is the means best calculated to delay the evil. Otaru is not exactly the abode of intellectual or social culture. No doubt ladies, even there, utter soft words that tend to civilise the males of their own race, but, alas! they convey no intelligible meaning to our western ears. Still, there is a pleasure in even looking on human beings who have not been dragged through the naval groove, who know nothing of "cross royal yards," and who don't care a brass farthing about the secret chamber of a Whitehead torpedo. Then, too, the country is open. Little paths over the hills invite feet tired of deck pacing to press the soft turf, and forget, for a time, the sea and its belongings. There is nothing at all remarkable about Otaru. It is merely the sea-port of the little capital Sapporo, which the Japanese Government is trying to coax into importance. A railway connects the two places, and brings down plenty of coal to Otaru.

The journey to Sapporo is not uninteresting. The pace is so slow that there is ample time to admire the scenery. There is no great variety. Virgin forest clothes both sides of the line. It is very beautiful. Sapporo itself is of no great size. A large hotel conducted somewhat on European lines occupies a prominent position. There is also a museum which I carefully avoided. The surrounding country however is lovely, and on all sides the hills are clothed with fine trees. The best thing to do is to walk out about a mile to one of these hills, and enjoy the landscape.

You may safely leave the inspection of government buildings to touring maniacs, who collect statistics for a book on Japan, and hope to astonish the world with six weeks' labour.

After all, the Admiral changed his mind about going to Wladivostock and sent the *Leander* instead. The whole fleet left Otaru on the 4th September. We were not out of sight of the anchorage, when the Admiral made a signal the reverse of comforting to many of us.

Its purport was that the *Satellite*, *Conquest*, *Cordelia*, *Hyacinth*, and *Wanderer* were to form a detached squadron under the command of Capt. Nesham. They were ordered to proceed under sail, search for some reported rock, and not rejoin the Admiral till the 10th September.

This delightful programme was fulfilled to the letter. Sail drill seemed to be going on all day. First Lieutenants acquired chronic sore throats, and some Captains tore their few remaining locks. It need hardly be added that the imaginary rock never took solid shape. They rarely do. Frequently they are the visions of the night, seen by jovial skippers between dinner and the morning hour of repentance. If they ever have any real existence, it is probably miles away from their supposed position. About two years ago the Russians reported such a rock. The English fleet proceeded in search of it. They might have spared themselves the trouble. Perhaps the Russians were laughing in their sleeves at having got rid of the English fleet from Siberian ports, and sent it on a wild goose chase.

On the morning of the 10th we were steaming into Awomori in a dead calm. We looked forward to a run on shore, but were waylaid by the *Impérieuse*, and ordered to proceed on another course and await the Admiral. The afternoon was spent in tactics, and we did not anchor in Hakodate Harbour till 6 p.m.

The *Leander* is still at Wladivostock and will probably rejoin the Admiral at Yokohama.—T. O. I. in the *N. C. Daily News*.

A man once called on a portrait painter and asked him to paint his father. "But where is your father?" asked he of the brush. "Oh, he died ten years ago." "Then how can I paint him?" asked the artist. "Why," was the reply, "I have just seen your portrait of Moses. Surely if you can paint the portrait of a man who died thousands of years ago, you can more easily paint the portrait of my father, who has been dead only ten years." Seeing the sort of man with whom he had to deal, the artist undertook the work. When the picture was finished, the newly blossomed art patron was called in to see it. He gazed at it in silence for some time, his eyes filling with tears, and softly and reverently he said, "So that is my father. Ah, how he is changed!"

THE ENGLISH MAIL.

The P. & O. steamer *Peshawur*, with the English mail, of the 30th August, arrived here yesterday morning. The appended telegrams are taken from Ceylon and Indian papers:—

AN M.P. KILLED BY A FALL FROM HIS HORSE.

LONDON, 11th September.

A vacancy has occurred in the representation of Peterborough City by the death of the Liberal Unionist member, the Hon. W. J. Wentworth-Fitzwilliam, who was killed by a fall from his horse.

THE VACANCY AT DUNDEE.

LONDON, 13th September.

Mr. Burns, the Socialist, has withdrawn from his candidacy for Dundee in favour of Mr. Leng of the *Dundee Advertiser*.

FORTH AND CLYDE CANAL.

LONDON, 12th September.

A scheme for the construction of a Canal from the Forth to the Clyde is being matured.

A LIEUTENANT CASHIERED.

LONDON, 11th September.

Tuesday's *London Gazette* announces that Her Majesty has no further need of the services of Lieutenant Gerard Curtis of the Inniskillings.

THE STRIKE IN LONDON.

LONDON, 11th September.

Mr. E. L. Pemberton, Legal Under Secretary for the Home Department, on behalf of Mr. Henry Mathews, the Home Secretary, replying to a deputation to-day, repeated the statement made by Mr. Mathews on the 27th August, that the Government were not prepared to repress the system of picketing adopted by the strikers without hearing both sides.

LONDON, 11th September.

Cardinal Manning and the Strike Committee had a secret conference of three hours yesterday without any result.

As an instance of how little work is now being done in the dock, it is stated that the average daily cargo discharged in the Albert Dock is but 750 tons.

Australia has sent fourteen thousand pounds to the strike funds, which are decreasing from other sources. Mr. John Burns is indignant at the decrease and denounces what he terms the parsimony of the Americans.

LONDON, 13th September.

Cardinal Manning yesterday had an interview with the dock directors and proposed that the new terms should begin from the 4th of November. He afterwards conferred with the Strike Committee and a mutual reconciliation was the result.

MR. GLADSTONE IN PARIS.

PARIS, 9th September.

Mr. Gladstone, on being interviewed by a reporter from a French journal, said that he had visited the Paris Exhibition expressly to show his goodwill and respect for France.

THE PARIS EXHIBITION.

LONDON, 11th September.

The Paris Exhibition closes on 31st October.

ILLNESS OF PRINCE BISMARCK.

LONDON, 6th September.

A Berlin telegram states that Prince Bismarck is suffering from inflamed veins.

STILL ANOTHER EAST END HORROR.

LONDON, 10th September.

Another Jack the Ripper murder has been discovered this morning. The unfortunate woman's body was found in a sack lying beneath the railway arch in Whitechapel. The details are more horrible than heretofore, the head and arms having been severed from the body and carried off; great abrasions inflicted on abdomen and disembowelled. The surgical testimony shows the culprit must have possessed considerable surgical skill. A policeman passes the spot every fifteen minutes but saw nothing. A cordon of police has been drawn round the district but no arrests have been made.

LATER.

The murder is now declared not to be the handiwork of Jack the Ripper, but of some person who had killed the woman accidentally in an attempt to procure abortion. The body was then mutilated to throw suspicion on the Whitechapel fiend, and was carried to the place where it was found in Whitechapel and left there. Three similar cases have been recorded in London during the past two years.

THE ANTWERP DISASTER.

ANTWERP, 9th September.

M. Corvillain, the proprietor of the dynamite factory where the explosion occurred, is to be prosecuted for homicide through criminal negligence.

The King of the Belgians spent yesterday visiting the scenes of the disaster.

SUICIDE OF A BANK DIRECTOR.

CONSTANTINOPLE, 11th September.

M. Haas, a Director of the Ottoman Bank here, jumped from the fourth story window of the Bank and was killed on the spot; no reason for the rash act is assigned.

RUSSIA AND GERMANY.

BERLIN, 12th September.

The Czarewitch arrived at Kiel to-day, and thence proceeded to Hanover, where he was met by Emperor William, who gave him a most cordial reception.

THE AMERICAN STORMS.

LONDON, 14th September.

The latest advices from America state that the severe storms on the North Atlantic seaboard continue.

THE COTTON CROP IN AMERICA.

WASHINGTON, 10th September.

The Agricultural Bureau's monthly report states that the average condition of the cotton crop in eleven of the States is 86½ per cent. The crop is backward owing to excessive moisture which retards the development of the bolls. The caterpillar and the boll-worm have done some slight damage to the crop in the States around the Gulf of Florida.

THE BANK OF PERSIA.

LONDON, 13th September.

It is understood here that the Bank of Persia is to be worked under British Royal Charter with a capital of several millions.

NEWS OF STANLEY.

LONDON, 12th September.

Despatches received by the Société Géographique of Brussels report that Stanley has subdued the tribes with which he came in contact east of the Nile, and founded stations of the British East African Company everywhere. He is now well and is marching towards Mombassa. Emin Pacha remained behind.

MR. HERBERT GLADSTONE'S LIBEL ACTION.

BOMBAY, 9th September.

The London correspondent of the *Times of India* writes that Mr. Herbert Gladstone is still determined to proceed against the Anglo-Indian journal which had so grossly libelled him, and the action, which will be conducted by Mr. George Lewis, the well-known London solicitor, will be novel and interesting. The occasions are very rare when public men in this country have sought the protection of the Courts against the strictures or statements of Anglo-Indian journals, even in the days when the good old dashing style of journalism was universal in the Peninsula.

It is now formally stated that the libel on Mr. Herbert Gladstone consists in the publication, on the authority of the newspaper's London correspondent, who is supposed to be a Member of Parliament, of a story that proceedings for divorce implicating Mr. Herbert Gladstone had been stayed by the influence of his father. There is not an atom or grain of truth in the story. It is declared to be a wanton and mischievous invention, and Mr. Lewis has been instructed to deal with the offender without tenderness.

BOMBAY, 10th September.

A correspondent writing to the *Bombay Gazette* mentions the *Morning Post* of Allahabad as the paper containing the libel against Mr. Herbert Gladstone; and to Colonel G. B. Malleson, C. S. I., is attributed the authorship of the paragraph containing the libel.

THE BOMBAY ART EXHIBITION.

BOMBAY, 9th September.

The prospectus of the Bombay Art Exhibition has been issued. It is open to all India. Thirty-seven prizes, including two gold and twelve silver medals, are offered for competition. Five classes are open to professionals.

COMMERCIAL FAILURE.

BOMBAY, 9th September.

A firm of shroffs, established here for the past seventy years, has failed for two lakhs.

THE MILLS IN BOMBAY.

BOMBAY, 13th September.

Between the 1st of October and the 31st of December the mills in Bombay will, it is expected, cease working on two days in the week.

THE ALLEGED OFFICIAL CORRUPTION IN BOMBAY.

BOMBAY, 10th September.

Five out of the six decisions in connection with the alleged bribery cases at Ahmedabad have been reversed on appeal.

THE BANK OF BENGAL.

BOMBAY, 9th September.

Strict enquiries are being made concerning the alleged irregularities in the Bombay branch of the Bank of Bengal.

BOMBAY, 10th September.

A warrant has been granted for the arrest of an employé of the Bombay branch of the Bank of Bengal on a charge of forging two drafts for twenty-five thousand rupees each.

BOMBAY, 11th September.

Relative to the statement that certain irregularities are under investigation at the Bombay branch of the Bank of Bengal, the Manager declares it to be without foundation.

Hewjee, for whose apprehension on a charge of forging two drafts for twenty-five thousand rupees each a warrant has been issued, was not an employé of the Bank, but a merchant. The accused is believed to have disappeared.

THE MAIL SERVICE.

BOMBAY, 10th September.

Dr. Myine, the Bishop of Bombay, has asked the Sheriff to call a public meeting to protest against the proposed Sunday departure of mails from Bombay.

BOMBAY, 11th September.

The proposal that Sunday should be made the day of departure for the mail from Bombay, has raised the greatest indignation here. A public meeting is to be called to give expression to the feelings of the whole community.

In the Corporation yesterday Europeans, Hindus, Musalmans, Parsees, Jews, all spoke against the proposal as calculated to damage trade as well as the health of the people, by abolishing the Saturday half-holiday and the Sunday rest. A resolution to memorialise Lord Cross was unanimously passed.

This is forcibly seconded by the Volunteers, who declare that the corps will of necessity be broken up, if they lose the Saturday half-holiday which is now devoted to drills.

BOMBAY, 13th September.

Europeans, Hindus, Jews, Musalmans and Parsees sent representatives last night to the preliminary meeting called at the instance of the Hon. Forbes Adam to arrange the preliminaries for a mass meeting convened for next Wednesday to protest against the Sunday departure of mails. Detailed messages were wired to England with a view of obtaining sympathy and support.

COMMERCIAL INTELLIGENCE.

MONDAY, 30th September.

EXPORT CARGOES.

Per steamship *Irawaddy*, sailed on the 26th September:—For Continent—403 bales waste silk, 47 cases silk piece goods, 47 cases essential oil, 200 half-chests tea, and 200 boxes tea. From Foochow, for Continent—1,089 packages tea. For London—255 bales silk, 1 case silk piece goods, and 1 case private effects.

Per steamship *Flintshire*, sailed on the 27th September:—For London—69,825 lbs. Scented Caper tea, 17,556 lbs. Scented Orange Pekoe tea, and 1 package sundries.

OPIUM.

Quotations are:—

New Malwa ....$570 per picul, allce. of [2¼ catties.

Old Malwa ....$600 per picul, allce. of [5 catties.

Older Malwa ....$610 per picul, allce. of [5 catties.

Patna (New) ....$545 to $547½ per chest.

Patna (Old) ....$528½ " "

Benares (New) ....$527½ to $528½ " "

Benares (Old) ....$520 to $522½ " "

EXCHANGE.

ON LONDON.—

Telegraphic Transfer 3/0¾

Bank Bills, on demand 3/0¾

Bank Bills, at 30 days' sight 3/1

Bank Bills, at 4 months' sight 3/1¼

Credits, at 4 months' sight 3/1¼

Documentary Bills, at 4 months' sight 3/1½

ON PARIS.—

Bank Bills, on demand 3.88

Credits, at 4 months' sight 3.96

ON BERLIN 309

ON NEW YORK.—

Bank Bills, on demand 75¼

Credits, 60 days' sight 76¼

ON BOMBAY.—

Telegraphic Transfer 224¼

Bank, on demand 225

ON CALCUTTA.—

Telegraphic Transfer 224¼

Bank, on demand 225

ON SHANGHAI.—

Bank, at sight 72¼

Private, 30 days' sight 73

SOVEREIGNS 6.41

SHARES.

Company.	Paid up.	Quotations.
Banks—		
Hongkong & S'hai.	$125	185 p. ct. pm., sales
New Oriental	£10	£11
China Borneo	$50	$45
China Sugar	$100	$248
Chinese Loan '84 B.	$500	3 p. ct. prem., nom.
Chinese Loan '84 C.	$500	5 p. ct. prem., nom.
Chinese Loan '86 E.	Tls. 250	12 p. ct. prem., nom.
Cruickshank & Co.	$50	$42, nom.
Darvel Bay Trading	$8	par
Fenwick & Co., Geo.	$25	$30
Gordon & Co., A. G.	$20	$20, nom.
Green Island Cement	$5	$8
Hall & Holtz C. Co.	Tls. 50	Tls. 27
H. Brick & Cement	$12.50	$25, cum new call
H. & C. Bakery	$50	$85
Hongkong & C. Gas	£10	$128
H. Dairy Farm	$10	$14, nom.
H. Electric Light	$2	$6
H. H. L. Tramways	$50	200 p. ct. pm.
Hongkong Ice	$25	$111
H. & K. Wharf & G.	$100	$163
H. Steam Laundry	$50	nom.
Hongkong Rope	$50	$150, nom.
H. & W. Dock	$125	68 p. ct. pm., ex-div.
Hotels—		
Austin Arms	$25	5 p. ct. dis., sellers
Hongkong Hotel	$100	$210
Do. Debentures	$500	$501
Peak Hotel	$15	$25
Insurances—		
Canton	$50	$135
China Fire	$20	$85
China Traders'	$25	$73, ex div.
Chinese Insurance	$200	$150, nom.
Hongkong Fire	$50	$385
North-China	£50	Tls. 330
Singapore	$20	$16
Straits Fire	$20	$18
Straits Marine	$20	$23½, buyers
Union	$25	$102½
Yangtsze	£25	Tls. 98
Land & Building—		
H. Land Investm't	$50	$124, sales
Kowloon Land Inv.	$30	$24
Peak Building	$10	$13
Richmond Terrace	$100	$200
Shanghai Land	Tls. 30	Tls. 87½
West Point Buildg.	$40	$53
Luzon Sugar	$100	$80
Mining—		
Charbonnages	$131.58	$525, sellers
Jelebu	$5	$5, sales
Punjom	$10	$15½, sellers
Selamas	$2	$4½
Perak Sugar	Tls. 50	Tls. 24
Planting—		
East Borneo	$25	$58, nom.
Labuk	$10	$16, nom.
Songei Koyah	$25	$56, nom.
S'hai & H. Wharf	Tls. 100	Tls. 217½
Shanghai Water	£20	£31½
Steamship Coys.—		
China & Manila	$50	$115, sales
China Shippers'	£13	£14
Douglas	$50	$71
H., Canton, & M.	$20	$40, sellers
Indo-China	£10	15 p. ct. dis., buyers
Steam Launch	$30	nom.
Watson & Co., A. S.	$10	$23

CHINA COAST METEOROLOGICAL REGISTER.

29th September, 1889, at 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
W'ostock	29.18	44	—	—	0	c	—
Tokio	29.76	—	—	s	2	—	—
Nagasaki	29.98	—	—	N	—	—	—
Shanghai	30.11	81	91	NE	6	or	—
Amoy	29.90	86	92	ENE	3	b	—
Hongkong	29.87	89	83	E	1	c	—
Haiphong	29.80	81	69	E	—	c	—
Bolinao	29.89	86	76	NW	2	b	—
Manila	29.89	83	80	E	1	cr	—
Anping	—	—	—	—	—	—	—

30th September, 1889, at 10 A.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
W'ostock	29.99	43	76	W	4	b	—
Tokio	30.04	—	—	s	1	—	—
Nagasaki	30.12	—	—	N	6	—	—
Shanghai	30.16	81	95	NW	1	o	—
Amoy	30.07	79	78	NE	4	o	—
Hongkong	30.02	84	79	E	2	c	0.29
Haiphong	29.94	82	85	—	2	—	—
Bolinao	30.00	87	72	NE	1	b	0.06
Manila	30.01	86	74	NNE	1	c	—
Anping	—	—	—	—	—	—	—

The barometer has risen and gradients are moderate for N.E. winds. Cloudy and rather warm and damp weather prevails.

W. DOBERCK.

Hongkong Observatory, 30th September, 1889.

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	CAPTAIN.	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, &c., via SUEZ CANAL	Sutlej (str.)	W. D. Worcester		P. & O. S. N. Co.	On 9th Oct., at Noon.
LONDON via SUEZ CANAL	Cyclops (str.)	Nish	Hongkong	Butterfield & Swire	To-day.
LONDON DIRECT	Bombay (str.)	S. Bason		Butterfield & Swire	On 15th Oct.
LONDON & HAMBURG	Gustav & Oscar		Hongkong	Carlowitz & Co.	Quick despatch.
LONDON	Ningchow (str.)	W. Durdin	Hongkong	Arnhold, Karberg & Co.	On or about 9th inst.
HAVRE & HAMBURG, &c.	Lydia (str.)	G. Petersen		Siemssen & Co.	To-morrow, at 10 A.M.
HAVRE & LONDON	Amphitrite		Hongkong	Carlowitz & Co.	Quick despatch.
HAVRE, LONDON, HAMBURG	Flintshire (str.)	Dwyer	Hongkong	Adamson, Bell & Co.	Quick despatch.
HAMBURG DIRECT	Comet		Hongkong	Carlowitz & Co.	Quick despatch.
MARSEILLES via SAIGON, &c.	Caledonien (str.)	Maubeuge		Messageries Maritimes	On 16th Oct., at Noon
BREMEN & PORTS OF CALL	Neckar (str.)	H. Supmer		Melchers & Co.	On 27th Oct., 10 A.M.
VANCOUVER B.C., via KOBE, &c.	Parthia (str.)	Wallace		Adamson, Bell & Co.	On 10th Oct., at Noon
SAN FRANCISCO via KOBE, &c.	City of Sydney (str.)		Hongkong	P. M. S. S. Co.	On 9th Oct., at 1 P.M.
SAN FRANCISCO via Y'HAMA	Oceanic (str.)			O. & O. S. S. Co.	On 17th Oct., at 1 P.M.
SAN FRANCISCO	Harvest Queen	E. A. Forsyth	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Josephus	Rogers	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
NEW YORK	Mauna-Loa	Douglas		Siemssen & Co.	Quick despatch.
NEW YORK	Australia			Carlowitz & Co.	Quick despatch.
NEW YORK	Annie H. Smith			Carlowitz & Co.	Quick despatch.
NEW YORK	Robert S. Besnard	Andrews	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Occidental	Taylor	Hongkong	Reuter, Brockelmann & Co.	Quick despatch.
NEW YORK	Mabel	F. Snow	Hongkong	Reuter, Brockelmann & Co.	Quick despatch.
NEW YORK via SUEZ CANAL	Albany (str.)	E. Porter	Hongkong	Adamson, Bell & Co.	On 4th inst., 4 P.M.
GENOA via BOMBAY, &c.	Bisagno (str.)	Valle		Carlowitz & Co.	On 7th Oct., at Noon
SYDNEY, MELBOURNE, &c.	Afghan (str.)	Golding	Hongkong	Gibb, Livingston & Co.	On 10th inst., at 4 P.M.
YOKOHAMA via N'SAKI, KOBE	Kashgar (str.)	W. L. Brown	Hongkong	P. & O. S. N. Co.	On 3rd Oct., daylight
YOKOHAMA via N'SAKI, KOBE	Verona (str.)	F. Speck		P. & O. S. N. Co.	On 11th Oct. daylight
YOKOHAMA, KOBE, &c.	General Werder (str.)	M. Eichel	Hongkong	Melchers & Co.	On or about 4th Oct.
NAGASAKI, KOBE, &c.	Glamorganshire (str.)			Adamson, Bell & Co.	On 9th inst.
CALCUTTA via STRAITS	Japan (str.)	T. S. Gardner	Hongkong	David Sassoon, Sons & Co.	To-day, at Noon.
TIENTSIN	Yuensang (str.)	Slessar		Jardine, Matheson & Co.	On or about 10th Oct.
SHANGHAI	Neckar (str.)	H. Supmer		Melchers & Co.	Quick despatch.
SHANGHAI	Peshawur (str.)	L. H. Moule	Hongkong	P. & O. S. N. Co.	To-morrow daylight
SHANGHAI via AMOY	Sarpedon (str.)	Barwise	Hongkong	Butterfield & Swire	To-day.
MANILA via AMOY	Don Juan (str.)	Marquez	Hongkong	Brandao & Co.	To-day, at 4 P.M.
SWATOW, AMOY, FOOCHOW	Namoa (str.)	Pocock	Hongkong	Douglas Lapraik & Co.	To-morrow daylight
SWATOW, S'PORE, BANGKOK	Kong Beng (str.)	R. Jones	Hongkong	Yuen Fat Hong	To-day, at 10 A.M.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

September 30th.

Barometer—9 A.M. 30.05

Barometer—1 P.M. 29.99

Barometer—4 P.M. 29.97

Thermometer—9 A.M. 84

Thermometer—1 P.M. 85

Thermometer—4 P.M. 84

Thermometer—9 A.M. (Wet bulb) 80

Thermometer—1 P.M. (Wet bulb) 80

Thermometer—4 P.M. (Wet bulb) 81

Thermometer—Maximum 88

Thermometer—Minimum (over night) 80

METEOROLOGICAL REGISTER.

	Previous day. at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.87	30.02	29.95
Temperature	82	84	83
Humidity	83	79	85
Direction of wind	E.	E.	E.
Force of wind	1	2	2
Weather	c.	c.	o.
Rain	—	0.29	—

Highest open air temperature on the 29th 84

Lowest open air temperature on the 29th 77

1.—BAROMETER reduced to 32 degrees Fahrenheit at the level of the sea, in inches, tenths and hundredths.

2.—TEMPERATURE in the shade in degrees Fahrenheit.

3.—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.

4.—DIRECTION OF THE WIND to two points.

5.—FORCE OF THE WIND according to Beaufort Scale.

6.—STATE OF THE WEATHER; B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).

7.—RAIN in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 30th September, 1889.

VESSELS ON THE BERTH.

FOR SWATOW, SINGAPORE, AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Steamer

"KONG BENG,"

Captain R. Jones, will be despatched for the above Ports TO-DAY, the 1st October, at TEN A.M.

For Freight or Passage, apply to

YUEN FAT HONG, Agents.

Hongkong, 28th September, 1889. [2040

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"JAPAN,"

Captain T. S. Gardner, will be despatched for the above Ports TO-DAY, the 1st October, at NOON.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 25th September, 1889. [2017

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI via AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE.)

THE Company's Steamship

"SARPEDON,"

Captain Barwise, will be despatched as above TO-DAY, the 1st October.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th September, 1889. [2033

OCEAN STEAMSHIP COMPANY.

FOR LONDON via SUEZ CANAL.

THE Company's Steamship

"CYCLOPS,"

Captain Nish, will be despatched as above TO-DAY, the 1st October.

Passengers for Europe desiring to proceed Overland, can, on application to the undersigned, have their Tickets endorsed for surrender at Algiers in exchange for Coupon Tickets to Marseilles (by Transatlantic Company's express Boats) and thence to Paris or London.

Algiers is 28 hours' steam from Marseilles and thence to London occupies about the same time.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th September, 1889. [1749

FOR MANILA via AMOY.

THE Spanish Steamer

"DON JUAN,"

Captain Marquez, will be despatched as above TO-DAY, the 1st October, at FOUR P.M.

For Freight or Passage, apply to

BRANDAO & Co., Agents.

Hongkong, 30th September, 1889. [2042

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"NAMOA,"

Captain Pocock, will be despatched for the above Ports TO-MORROW, the 2nd October, at DAYLIGHT.

For Freight, or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 30th September, 1889. [2043

FOR SINGAPORE, HAVRE, AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL, and BREMEN).

THE Steamship

"LYDIA,"

Captain G. Petersen, will be despatched for the above Ports TO-MORROW, the 2nd of October, at TEN A.M.

For Freight or Passage, apply to

SIEMSSEN & Co., Agents.

Hongkong, 24th September, 1889. [2005

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE, AND NAGASAKI

(Passing through the INLAND SEA).

THE Company's Steamship

"GENERAL WERDER,"

Captain M. Eichel, will leave for the above Ports on or about the 4th October.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 30th September, 1889. [7

VESSELS ON THE BERTH.

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, LONDON, AND HAMBURG.

THE Steamship

"FLINTSHIRE,"

Dwyer, Commander, will be despatched for the above Ports on or about the 28th inst.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 19th September, 1889. [1592

STEAM TO YOKOHAMA via NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"KASHGAR,"

Captain W. L. Brown, will leave for the above places on THURSDAY, the 3rd October, at DAYLIGHT.

E. L. WOODIN, Superintendent.

Hongkong, 26th September, 1889. [2030

NAVIGAZIONE GENERALE ITALIANA

(FLORIO & RUBATTINO UNITED COMPANIES.

STEAM FOR SINGAPORE, PENANG, AND BOMBAY,

having connexion with Company's Mail Steamers, to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship

"BISAGNO,"

Captain Valle, will be despatched as above on MONDAY, the 7th October, at NOON.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 24th September, 1889. [6

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"YUEN SANG,"

Captain Slessar, will be despatched as above on or about the 10th October.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 26th September, 1889. [2028

STEAM TO YOKOHAMA via NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"VERONA,"

Captain F. Speck, will leave for the above places on the 11th October, at DAYLIGHT.

E. L. WOODIN, Superintendent.

Hongkong, 30th September, 1889. [1

STEAM TO LONDON DIRECT, Calling at INTERMEDIATE PORTS.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY,"

Captain S. Bason, will leave for the above places on TUESDAY, the 15th October.

This Vessel is disconnected from the Mail services but has excellent Accommodation for through Passengers (First Saloon only) at reduced rates. Electric Light. Deck Cabins, Surgeon carried, &c.

E. L. WOODIN, Superintendent.

Hongkong, 23rd September, 1889. [1997

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "OCEANIC" will be despatched for San Francisco *via* Yokohama, on THURSDAY, the 17th October, at 1 P.M., Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco $225.00

To San Francisco and return, available for 6 months 393.75

To Liverpool 325.00

To London 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific, or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 °/. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 30th September, 1889. [4

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"NECKAR,"

Captain H. Supmer, will leave for the above place about 24 hours after arrival with the outward German Mail.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 30th September, 1889. [7

VESSELS ON THE BERTH.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, ANCONA, VENICE, PLYMOUTH, AND LONDON; ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "SUTLEJ," Captain W. D. Worcester, with Her Majesty's Mails, will be despatched from this for LONDON direct VIA COLOMBO, and SUEZ CANAL, calling at MARSEILLES and usual Ports of call, on WEDNESDAY, the 9th October, 1889, at NOON.

Cargo will be received on board until 4 P.M., the day before sailing; Parcels and Specie (Gold) at the Office until 4 P.M., the day before sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

Hongkong, 27th September, 1889. [1

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF SYDNEY" will be despatched for San Francisco via Kobe and Yokohama on WEDNESDAY, the 9th October, at ONE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco $225.00

To San Francisco and return, available for 6 months 393.75

To Liverpool 325.00

To London 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 °/. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 20th September, 1889. [3

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA; ALSO, LONDON, HAVRE, AND BORDEAUX.

ON WEDNESDAY, the 16th October, 1889, at NOON, the Company's Steamship "CALEDONIEN," Commandant de Maubeuge, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 15th Oct., 1889. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 28th September, 1889. [2

FOR HAMBURG DIRECT.

(With option of Calling either at LONDON or HAVRE).

THE 3/3 L. I. 1. German Ship

"COMET,"

will load here for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 27th August, 1889. [1792

FOR NEW YORK.

THE 3/3 A. I. 1. American Bark

"MABEL,"

F. Snow, Master, is now loading for the above Port, and will have quick despatch.

For Freight, apply to

REUTER, BROCKELMANN & Co.

Hongkong, 28th September, 1889. [2014

VESSELS ON THE BERTH

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"PARTHIA,"

3,127 Tons Register, Wallace, Commander, will be despatched for VANCOUVER, B.C., VIA KOBE AND YOKOHAMA, on THURSDAY, the 10th October, at NOON.

To be followed by the S. S. "BATAVIA," on the 24th Oct., and S. S. "ABYSSINIA," on the 7th November.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver & Victoria ... (Mex.) $210.00.

To all Common Points in Canada and the United States ...... } 275.00.

To Liverpool .... 320.00.

To London .... 325.00.

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on Board until 4 P.M. on the 9th Oct.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 28th September, 1889. [8

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN, AND HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON SUNDAY, the 27th day of October, 1889, at 10 A.M., the Company's Steamship "NECKAR," Captain Supmer, with MAILS, PASSENGERS, SPECIE, and CARGO will leave this Port as above, CALLING AT GENOA.

Shipping Orders will be granted till NOON Cargo will be received on Board until 4 P.M., Specie and Parcels until 3 P.M., on the 26th October. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation, and carries a Doctor and Stewardess.

For Further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 30th September, 1889. [7

FOR NEW YORK.

THE 3/3 L. I. 1. British Bark

"ROBERT S. BESNARD,"

Andrews, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 13th September, 1889. [1926

FOR SAN FRANCISCO.

THE 3/3 L. 1. 1. British Ship

"HARVEST QUEEN,"

E. A. Forsyth, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 10th September, 1889. [1891

FOR NEW YORK.

THE 3/3 L. I. I. British Bark

"AUSTRALIA"

will load here for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 30th August, 1889. [1818

FOR HAVRE AND LONDON.

THE 3/3 L. I. 1. German Ship

"AMPHITRITE,"

will load here for the above Ports, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 27th August, 1889. [1791

FOR LONDON AND HAMBURG.

THE 3/3 L. 1. 1. German Ship

"GUSTAV & OSCAR,"

will load here for the above Ports, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 27th August, 1889. [1790

FOR NEW YORK.

THE 3/3 L. I. 1. British Barque

"MAUNA-LOA,"

Captain Douglas, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SIEMSSEN & Co.

Hongkong, 20th August, 1889. [1748

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"ANNIE H. SMITH,"

shortly expected here, will load for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 10th September, 1889. [1902

FOR NEW YORK.

THE 3/3 A. I. I. American Ship

"OCCIDENTAL,"

Taylor, Master, is now loading for the above Port, and will have quick despatch.

For Freight, apply to

REUTER, BROCKELMANN & Co.

Hongkong, 28th September, 1889. [1985

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"JOSEPHUS,"

Rogers, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD KARBERG & Co.

Hongkong, 26th June, 1889. [1341

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

COMET, Ger. ship, Krippner.—Carlowitz & Co.

ESCORT, Amr. bk., Waterhouse.—Captain.

FIDELIO, Ger. str., Brorsen.—Melchers & Co.

INGRABAN, Ger. str., Massmann.—Wieler & Co.

JAPAN, Brit. str., Gardner.—David Sassoon, Sons & Co.

JOSEPHUS, Amr. ship, Rogers.—Arnhold, Karberg & Co.

LADY HARRWOOD, Brit. bk., Williams.—Captain.

SEA WITCH, Amr. ship, Tibbets.—Captain.

VIGILANT, Amr. ship, Gould.—Russell & Co.

WANDERING JEW, Amr. ship, Nichols.—Captain.

MAILS EXPECTED.

THE CANADIAN MAILS.

The C. P. steamer *Parthia*, with the next Canadian mail, left Yokohama on the 23rd, and is due here on or about the 1st October.

The C. P. steamer *Port Fairy*, with the Canadian mail of the 20th September, left Vancouver on the afternoon of that date, and is due here on or about the 17th October.

THE GERMAN MAIL.

The Norddeutscher Lloyd's steamer *Neckar*, with the German mail of the 3rd September, left Singapore on the 29th September, and is due here on the 4th October.

STEAMER EXPECTED.

The Shire Line steamer *Glamorganshire* left Singapore on the 29th September, and is due here on the 6th inst.

POST-OFFICE NOTICES.

POSTAL NOTIFICATIONS.

Letters, Parcels, &c. *for* Tsimshátsui (Kowloon) and steamers in Harbour may be posted in the General Post Office up to 11.30 a.m. and 3.30 p.m. Letters *from* Tsimshátsui may be posted in the Letter Box which has been placed in the Police Station Compound up to 12 and 4 o'clock.

Local rates will be charged.

To avoid theft senders of letters from Kowloon, are requested to cancel their stamps by writing the word *stamped* across them.

Covers containing Bank Notes, Jewellery, &c. should be registered.

There will be no Sunday delivery.

Peak delivery. Letter boxes have been placed in the tram cars and correspondence will be delivered by the twelve and four o'clock cars only. Local rates will be charged. Correspondence addressed to the Peak may be posted in the General Post Office up to 11.30 a.m. and 3.30 p.m., or in the Letter Boxes in the cars till time of departure. Correspondence from the Peak may be posted in the Letter Boxes up to twelve and four o'clock. Parcels for the Peak may be posted in the General Post Office only up to 11.30 a.m. and 3.30 p.m. There will be no Sunday delivery. Covers containing bank notes, jewellery, &c., should not be posted. To avoid robbery senders of letters are requested to cancel their stamps by writing the word 'stamped' across them.

When Correspondence has been mis-sent or delayed, (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to* ——, or *Received at 7 p.m.*, or as the case may be, and forward in without any other writing whatever, to the Postmaster-General. This should be acted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Swatow, Singapore, and Bangkok.—Per *Kong Beng*, to-day, the 1st October, at 9.30 A.M.

For Straits and Calcutta.—Per *Japan*, to-day, the 1st inst., at 11.30 A.M.

For Shanghai.—Per *Meefoo*, to-day, the 1st inst., at 3.30 P.M.

For Amoy and Manila.—Per *Don Juan*, to-day, the 1st inst., at 3 30 P.M.

For Swatow, Amoy, and Foochow.—Per *Namoa*, to-day, the 1st inst., at 5.00 P.M.

For Shanghai.—Per *Peshawur*, to-day, the 1st inst., at 5.00 P.M.

For Singapore.—Per *Lydia*, to-morrow, the 2nd inst., at 9.30 A.M.

For Nagasaki, Kobe, and Yokohama.—Per *Kashgar*, to-morrow, the 2nd inst., at 5.00 P.M.

For Nagasaki, Kobe, and Yokohama.—Per *Verona*, on Thursday, the 10th inst., at 5.00 P.M.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Sutlej* will be despatched on WEDNESDAY, the 9th October, with Mails for the United Kingdom, Europe, and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Caledonien* will be despatched on WEDNESDAY, the 16th October, with Mails to the United Kingdom, Europe, and places beyond, *via Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, Madras, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

The Post Office declines all responsibility for Unregistered Covers containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such covers.

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon.

The following hours will be observed in closing the mails for Europe, &c. by the English and French Packets, when they leave at NOON. The Money Order Office will be closed at 5 P.M. the day before.

8.00 A.M.—Posting of Prices Current and Circular ceases.

(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all one way.)

10.00 A.M.—Registry ceases.

10.30 A.M.—Posting of newspapers, books, and patterns ceases.

11.00 A.M.—Mail closes.

LATE LETTERS may be posted (from 11.10 A.M.) *with 10 cents late fee* up to 11.30 A.M. after which hour they may be sent on board this the same late fee.

MONEY ORDERS.

1.—Money Orders are issued at Hongkong and Shanghai on the following countries and places, at current rates of exchange:—

Amoy.	* Madeira.
* Azores Is.	* Malta.
Bangkok.	* Mauritius.
* Belgium.	* Natal.
* Bermuda.	* Newfoundland.
* Canada.	New South Wales.
Canton.	* New Zealand.
* Cape Colony.	Ningpo.
Ceylon.	North Borneo.
† Constantinople).	* Norway.
* Cyprus.	Port Darwin.
* Denmark.	* Portugal.
* Egypt.	Queensland.
Falkland Is.	* S. Helena.
Foochow.	* Seychelles.
* Gambia.	Shanghai.
* Germany.	* Sierra Leone.
* Gibraltar.	South Australia.
* Gold Coast.	Straits Settlements.
* Hankow.	Swatow.
Hawaii.	* Sweden.
Hoihow.	* Switzerland.
Holland.	* Tangier.
* Honduras, (Br.)	Tasmania.
* Hongkong.	United Kingdom.
Iceland.	* United States.
* India.	Victoria.
Italy.	Western Australia.
* Japan.	* West Indies (British)
* Lagos.	Danish, and Dutch.

2.—Orders on the countries marked * are forwarded through the London Post Office, and are paid less a small discount of about 2d. in the £1, for which the remitter should allow. All such orders must be expressed in British currency, and cannot be drawn for any sum less than 6d.

3.—The commission charged is as follows (according to the currency the Order is drawn in.)

Up to £ 2, or $10, or 20 Rupees .... 0.20 cents.

" £ 5, or $25, or 50 Rupees .... 0.40 cents.

" £ 7, or $35, or 70 Rupees .... 0.60 cents.

" £10, or $50, or 100 Rupees .... 0.80 cents.

" — — 150 Rupees .... $1.00.

4.—No Order must exceed £10 or $50 (unless drawn on India, when 150 rupees is the limit) nor will more than two such orders be issued to the same person, in favour of the same payee by the same mail.

5.—Money Orders on the United Kingdom for even sums not exceeding £5 are granted by means of Postal Notes, as to which see separate notice or the Hongkong Postal Guide.

6.—Sums not exceeding $50 may be remitted between the ports of China by means of Postage stamps, subject to a charge of one per cent. for cashing them; or money orders can be granted at Hongkong or Shanghai on ports where there are Agencies of the Hongkong Post Office.

General Post Office.

† By means of Postal Notes only.

INTIMATIONS.

FOR SALE.

CHAMPAGNE "MONOPOLE" —HEIDSIECK & Co.—

MONOPOLE RED SEAL (medium dry).
Do. "sec" RED FOIL } (dry).
Do. GOLD FOIL }
DRY Do. do. (extra dry).

CARLOWITZ & Co.,
Sole Agents for
HEIDSIECK & Co., REIMS.
For Hongkong, China, and Japan.
Hongkong, 1st July, 1885. [1383

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE, Qts. $20 & Pts. $21.
DUBOS FRERES & DE GERNON & Co.'s BORDEAUX CLARETS, AND WHITE WINES.
CHAU. LEOVILLE, at $23 per Case of 1 doz.
CHAU. MARGAUX, at $28 1 ,,
BAXTER'S "BARLEY BREE,"
(Celebrated 7 years' Old WHISKY, at $8.25 per Case of 1 doz.
CRAIGIEVAR WHISKY, at $5.50 per Case of 1 doz.
GIBB, LIVINGSTON & Co.
Hongkong, 10th November, 1888. [27

NOTICE.

I HEREBY warn Buyers of PRESERVES, SOY, &c., that of late several fraudulent imitations of my brand CHYLOONG have been offered for Sale and that no goods will be genuine CHYLOONG PRESERVES, unless the following label is found in the boxes:—

CHYLOONG
DEALER IN SWEETMEATS, SOY, AND ALL KINDS OF CANTON PRESERVES,
No. 34, OLD CHINA STREET,

and on Casks my Seal CHYLOONG CANTON with a ROOSTER will be found on the Corks.

I also beg to notify that I have no Agency in Hongkong, nor is anybody entrusted with the Sale of my Goods there.

CHYLOONG,
Honam, Canton.
1191

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 26th August, 1885. [29

CUTLER, PALMER & Co.
ESTABLISHED IN LONDON, 1815
Are represented in China by
Messrs. SIEMSSEN & Co. ....*
,, LANE, CRAWFORD & Co. & by ....*
,, H. E. REYNELL & Co. in Japan. ....*
Subjoined are some of the items consigned by these well-known Shippers.

SPIRITS.
COGNAC—Their popular "4 Star" quality and best—No better shipped.
COGNAC—Their well-known "2 Star" quality

SCOTCH WHISKY,
See Separate Advertisement.

IRISH WHISKY,
THE BEST—Only one quality consigned.

PORT—"INVALIDS."
Invalids in particular are recommended to select this Wine. See special Advertisement.

SHERRY,
For Connoisseurs the following Wines have their own distinctive merits—
The "INVALIDS," pale, delicate, fine flavor.
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UNION LINE.

NOTICE TO CONSIGNEES.

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RUSSELL & Co.,
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Hongkong, 24th September, 1889. [2011

STEAMSHIP "OXUS."

COMPAGNIE DES MESSAGERIES MARITIMES.

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All Claims must be sent in to me on or before the 5th Oct., or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 26th September, 1889. [2

OCEAN STEAMSHIP COMPANY.

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Hongkong, 1st May, 1889. [1618

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G. C. ANDERSON,
18, Praya Central.
Hongkong, 26th January, 1889. [212

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Hongkong, 14th September, 1889. [32

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Care of Office of this Paper.
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Hongkong, 1st December, 1888. [1629

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No. 64, Bonham Strand.
Hongkong, 24th September, 1889. [2002

SHIPPING IN PORT.

SHIPPING IN HONGKONG HARBOUR.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
					HONGKONG.	
					STEAMERS.	
Activ	Sept. 29	Havsbeck	Dan. str	855	Arnhold, Karberg & Co	
Amigo	Sept. 20	Bruhn	Ger. str	771	Wieler & Co	
Anton	Sept. 14	Eggerts	Ger. str	396	Wieler & Co	
Batavia	Sept. 15	Williamson	Brit. str	2553	Adamson, Bell & Co	
Bisagno	Sept. 30	Federico	Ital. str	1499	Carlowitz & Co	Bombay
City of Sydney	Sept. 26	D. E. Friele	Amr. str	3016	P. M. S. S. Co	S. Francisco
Cyclops	Sept. 28	Nish	Brit. str	1863	Butterfield & Swire	London
Don Juan	Sept. 29	Marques	Span. str	654	Brandao & Co	Manila
Falkenburg	Sept. 29	Bartels	Ger. str	988	Melchers & Co	
Fatshan	June 15	J. P. Hoyland	Brit. str	1425	H. C. & M. Steamboat Co	Canton
Fidelio	Sept. 29	Brorsen	Ger. str	852	Melchers & Co	
Gen. Werder	Sept. 2	M. Eichel	Ger. str	1820	Melchers & Co	Japan
G. Nevelskoy	Sept. 24	Dedemoff	Rus. str	42	Master	
Hankow	—	Lloyd	Brit. str	2235	Butterfield & Swire	Canton
Honam	—	G. B. Lefavour	Brit. str	1844	H. C. & M. Steamboat Co	Canton
Ingraban	Sept. 27	Massmann	Ger. str	894	Wieler & Co	
Japan	Sept. 23	Gardiner	Brit. str	1865	D. Sassoon, Sons & Co	Calcutta
Kashgar	Sept. 24	W. L. Brown	Brit. str	1555	P. & O. S. N. Co	Japan
Kinkiang	—	W. E. Clarke	Brit. str	1061	H. C. & M. Steamboat Co	Macao
Kiung-chow	—	W. S. McIver	Brit. str	288	H. C. & M. Steamboat Co	
Kong Beng	Sept. 26	R. Jones	Brit. str	862	Yuen Fat Hong	Bangkok
Laertes	Sept. 30	R. F. Scale	Brit. str	1351	Butterfield & Swire	London
Lydia	Sept. 28	G. Petersen	Ger. str	1170	Siemssen & Co	Hamburg
Meefoo	Sept. 23	Lunt	Chi. str	1338	C. M. S. N. Co	
M. of Whitby	Aug. 6	Kirby	Brit. str	1409	Order	
Marie	Sept. 28	Hundewadt	Ger. str	704	A. R. Marty	
Namoa	Sept. 28	Ashton	Brit. str	864	Douglas Lapraik & Co	Coast Ports
Pasig	—		Brit. str	284	Chinese	
Peshawur	Sept. 30	Moule	Brit. str	2136	P. & O. S. N. Co	Shanghai
Phu-quoc	Sept. 28	Vallin	Fr. str	183	Chinese	
Pilot Fish	—	Stopani	Brit. str	117	H. & W. Dock Co	
Powan	—	S. W. Goggin	Brit. str	1842	H. C. & M. Steamboat Co	Canton
Sarpedon	Sept. 30	J. Barwise	Brit. str	1495	Butterfield & Swire	Shanghai
Soochow	Sept. 9	A. Vardin	Brit. str	999	Butterfield & Swire	
Soochow	Sept. 30	McIsaac	Brit. str	327	Chinese	
Thales	Sept. 29	Hunter	Brit. str	820	Douglas Lapraik & Co	
Triumph	Sept. 19	P. Moos	Ger. str	674	Wieler & Co	
					SAILING VESSELS.	
Adolph	Sept. 19	Westergaard	Ger. bk	867	Arnhold, Karberg & Co	
Alicia	Aug. 16	Brodhurst	Haw. bk	607	Melchers & Co	S. Francisco
Amphitrite	July 15	Bowahl	Ger. sh	1914	Carlowitz & Co	Havre
Australia	June 11	Wm. Harris	Brit. bk	999	Carlowitz & Co	New York
Cathrine	Sept. 25	Hansen	Dan. bg	251	Siemssen & Co	
Charger	June 28	Goodell	Amr. sh	1372	Order	
Comet	July 21	Krippner	Ger. sh	1080	Carlowitz & Co	London
Conqueror	June 17	Lothrop	Amr. sh	1540	Order	
Escort	Sept. 28	Waterhouse	Amr. bk	630	Chinese	
Eliz. Graham	Sept. 29	Chas. Hodge	Brit. bk	598	Adamson, Bell & Co	
Gustav & Oscar	July 4	M. Stemann	Ger. sh	1352	Carlowitz & Co	Hamburg
Harvest Queen	Aug. 16	Forsyth	Brit. sh	2020	Russell & Co	S. Francisco
H. E. Tapley	Mar. 20	McConnachy	Brit. bk		Gibb, Livingston & Co	
Josephus	June 13	Rogers	Amr. sh	1397	Arnhold, Karberg & Co	New York
Kitty	Aug. 30	H. Wilson	Brit. bk	802	Master	
Lady Harewood	Sept. 15	Williams	Brit. bk	404	Master	
Mauna-Loa	Aug. 28	Douglas	Brit. bk	1071	Siemssen & Co	New York
Mabel	Sept. 19	Snow	Amr. bk	750	Reuter B. & Co	New York
Occidental	Sept. 26	W. Taylor	Amr. sh	1476	Reuter, B. & Co	New York
Oscar Mooyer	Sept. 24	Boysen	Ger. bk	360	Chinese	
Reporter	Aug. 30	Spalding	Amr. sh	1286	Order	
Rut. S. Besnard	Aug. 15	Andrews	Brit. bk	1200	Russell & Co	New York
Sea Witch	July 24	Chas. Tibbets	Amr. sh	12?9	Master	
Stella	Sept. 22	N. H. Ritch	Amr. bg	477	Adamson, Bell & Co	
Sumatra	Sept. 19	Rea	Brit. bk	710	Adamson, Bell & Co	
Tarapaca	Sept. 19	H. Kennett	Brit. bk	492	Gibb, Livingston & Co	
Vigilant	July 2	W. H. Gould	Amr. sh	1723	Russell & Co	
Wander. Jew	Sept. 30	D. C. Nichols	Amr. sh	1650	Order	
Wm. H. Conner	Sept. 24	Butman	Brit. str	1423	Butterfield & Swire	

SHIPPING IN JAPANESE WATERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
					NAGASAKI. In Port on 18th September, 1889.	
					STEAMERS.	
Baylton Dixon	Sept. 16	Johannsen	Nor. str	1147	Browne & Co	
Verona	Sept. 17	Speck	Brit. str	1876	Holme, Ringer & Co	
					SAILING VESSELS.	
Bay of Fundy	Sept. 8	Porter	Brit. bk	1221	C. & J. Trading Co	
Kosaki-maru	—	Christensen	Barge	400	Nippon Yusen Kaisha	
					KOBE. In Port on 17th September, 1889.	
					STEAMERS.	
August	Sept. 8	Isberg	Nor. str	1246	Order	
Cyclops	Sept. 14	H. Nish	Brit. str	1363	Butterfield & Swire	
F. of Inversnaid	Sept. 15	Bardo	Brit. str	1709	Samuel Samuel & Co	
Glengyle	Sept. 15	Gasson	Brit. str	2244	Jardine, Matheson & Co	
Omi-maru	Sept. 15	Christensen	Jap. str	1512	Nippon Yusen Kaisha	
					SAILING VESSELS.	
Ben Nevis	July 25	Stewart	Brit. sh	1061	Smith, Baker & Co	
Christian	Aug. 11	N. Thusen	Ger. sch	250	Chinese	
Dunstaffnage	Sept. 2	Fulton	Brit. bk	850	Mourilyan, H. & Co	
E. T. Crowell	Sept. 1	Pendleton	Amr. bk	1089	Delacamp & Co	
H. B. Cann	June 30	Foote	Brit. bk	1299	Smith, Baker & Co	
J. E. Kelly	Aug. 24	Starrick	Amr. sh	2245	C. & J. Trading Co	
M. Llayguno	July 14	Smalley	Amr. sh	1625	C. & J. Trading Co	
W. W. Crapo	Aug. 20	Hardy	Amr. bk	1548	H. Lucas & Co	
					YOKOHAMA. In Port on 19th September, 1889.	
					STEAMERS.	
Belgic	Sept. 19	Walker	Brit. str	2695	O. & O. Co	
City of Sydney	Sept. 18	Friele	Amr. str	3016	P. M. Co	
Gaw Quan Sia	Sept. 15	T. P. Harris	Brit. str	1607	Samuel Samuel & Co	
Glenshiel	Sept. 6	R. Hay	Brit. str	1586	Jardine, Matheson & Co	
Glengyle	Sept. 15	R. J. Gasson	Brit. str	2244	Jardine, Matheson & Co	
Meiji-maru	Aug. 10	Allen	Jap. str	1027	Lighthouse Department	
Tiverton	Sept. 5	Whitehead	Brit. str	1743	Samuel Samuel & Co	
					SAILING VESSELS.	
Arctic	Nov. 16	Pyne	Brit. sch	60	Master	
Esmeralda	July 28	Wyman	Brit. sch	130	Jardine, Matheson & Co	
J. Waissenhorn	Aug. 30	W. Thuelen	Ger. sh	2024	C. & J. Trading Co	
Leading Wind	Sept. 8	Hinchely	Amr. sh	1155	R. Isaacs & Brother	
Nemo	Aug. 30	Carrozzi	Brit. sch	146	H. J. Snow	
Norma	Sept. 2	Johnson	Brit. sch	52	J. Robston	
Selkirk	July 29	Crane	Brit. sh	1747	Smith, Baker & Co	
Therese	Sept. 5	W. Moller	Brit. bk	391	Chinese	
Thomas Dana	July 29	Don	Amr. sh	1514	Smith, Baker & Co	
Wm. Dalasheur	Aug. 22	Warner	Brit. bk	573	Jardine, Matheson & Co	

SHIPPING IN SOUTHERN PORTS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
					MANILA. In Port on 18th September, 1589.	
					STEAMERS.	
Diamante	Sept. 16	Tayler	Brit. str	514	Warner Blodgett & Co	
Don Juan	Sept. 7	Marques	Span. str	654	F. L. Roxas	
Eleano	Sept. 10	Renteria	Span. str	405	D. Y. Echaita	
Espana	Sept. 12	Zavala	Span. str	593	F. L. Roxas	
L. Inferieure	Aug. 27	Sonade	Fr. str	533	Chinese	
					SAILING VESSELS.	
Alex. Yeats	Sept. 3	Dunkam	Brit. sh	1589	Macleod & Co	
Cashmere	June 24	Hanson	Brit. bk	1245	Warner, Blodgett & Co	
Germania	June 12	Samuelsen	Nor. bk	1296	Macleod & Co	
Constance	Aug. 19	P. B. Tingley	Brit. sh	1592	Macleod & Co	
Gen. Doon Ville	Aug. 20	Corbett	Brit. sh	1569	W. F. Stevenson & Co	
Hamburg	June 1	Calder	Brit. bk	1698	Smith, Bell & Co	
J. Harkamsly	June 10	Amston	Amr. bk	1305	Macleod & Co	
Kiandra	June 12	Frese	Ger. bk	990	W. F. Stevenson & Co	
Mary A. Troop	July 4	Young	Brit. bk	1118	W. F. Stevenson & Co	
Mindoro	Sept. 6	Lucchlm	Amr. sh	990	Ker & Co	
M'ter of Marine	Aug. 12	McLaughlin	Brit. sh	1649	W. F. Stevenson & Co	
Nikaria	June 12	Long	Brit. bk	1083	Order	
N. M. Slade	July 2	Teixeira	Amr. bk	535	Smith, Bell & Co	
Panshaw	July 1	Inckay	Brit. bk	929	Macleod & Co	
Sylvan	Sept. 16	Dingale	Brit. bk	1046	Ker & Co	
Winnstay	May 24	Bryde	Brit. sh	1601	Smith, Bell & Co	
					HAIPHONG. In Port on 15th September, 1889.	
					STEAMERS.	
Arethuse	Sept. 14	Auber	Fr. str	900	Messageries Maritimes	
Clara	Sept. 12	Christensen	Ger. str	674	Wing Fat Cheong	
Colombo		Marcantoni	Fr. str	2200	—	
					BANGKOK. In Port on 14th September, 1889.	
					SAILING VESSELS.	
Augustine		Schumacher	Ger. bk	896	Windsor, Rose & Co	
Bua Pas		Sartorph	Siam. bk	575	Poh Hee	
C. Robertus		Waldmann	Ger. bk	567	Windsor, Clarke & Co	
Elida		Nortensun	Nor. bk	757	Jucker Sigg & Co	
Elmstone		Marlonovich	Aust. bk	698	Borneo Co., Limited	
Emma Muller		Kading	Ger. bk	505	Jucker, Sigg & Co	
Fillppo		Emanuele	Ital. bk	749	A. Markwald & Co	
Galathea			Nor. bk	584	Windsor, Clarke & Co	
Gia	Aug. 10		Ital. bk	900	Jucker, Sigg & Co	
Herradura		Scopinich	Aust. bk		Order	
Hokian		Native	Siam. lug	250	Ho Suan	
Madras	Aug. 12		Brit. bk		Jucker, Sigg & Co	
Melchiore		Tasso	Ital. bk	790	Jucker, Sigg & Co	
Nevado		Donaldson	Brit. bk	674	Borneo Co. Limited	
Noe	Aug. 23		Ital. bk	655	Shaw & Chalant	
Nordenskiold	Aug. 9		Nor. bk	729	Shaw & Shalant	
Prima	—	Holm	Swd. bk	587	Borneo Co., Limited	
Ta Hongkong		Steinbring	Siam. sh	635	Poh Seng	
Therese Nelly		Bains	Fren. bk	356	Windsor, Clarke & Co	

SHIPPING IN CHINA WATERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
					MACAO.	
Kiang-ping	—	Holmes	Chi. str	560	C. M. S. N. Co	
Recorder	—	J. H. Dattou	Brit. str	—	Order	
White Cloud	—	W. J. Bisby	Brit. str	652	H. C. & M. Steamboat Co	Canton
					WHAMPOA.	
Canton	Sept. 30	Sleeman	Brit. str	1110	Jardine, Matheson & Co	Shanghai
Chi-yuen	Sept. 30	Null	Chi. str	1211	C. M. S. N. Co	
Ningpo	Sept. 27	R. Kohler	Ger. str	762	Siemssen & Co	
					CANTON.	
Ch'ren Kamry	—	Krag	Siam. bk	419	Chinese	
Colombo	June 10	Griff	Chi. bk	636	Order	
Diamond City	July 10	F. Sass	Siam. bk	261	Yuen Fat Hong	
Falcon	—	Jorgenson	Siam. bk	358	Chinese	
Hai Cheong	Sept. 4	Thomsen	Brit. bk	325	Chinese	
Montlara	Oct. 21	Otto Kessler	Ger. sch	75	Russell & Co	
Rapid	June 11	Steinbring	Siam. bk	429	Chinese	
Young Siam		Hook	Siam. bk	780	Chinese	
					SWATOW. In Port on 27th September, 1889.	
					STEAMER.	
Chintung		Winsor	Chi. str	535	C. M. S. N. Co	
					AMOY. In Port on 24th September, 1889.	
					STEAMER.	
C'g Hye Teng	Sept. 20	Scott	Brit. str	921	Lloyd, K. T. P. & Co	
					FOOCHOW. In Port on 20th September, 1882.	
					STEAMERS.	
Changsha	Sept. 13	Williams	Brit. str	1459	Butterfield & Swire	
Hae-shin	Sept. 19	Knights	Chi. str	763	C. M. S. N. Co	
					SHANGHAI. In Port on 24th September, 1889.	
					STEAMERS (EXCLUSIVE OF RIVER CRAFT)	
Albany	Sept. 16	Ed. Porter	Brit. str	1489	Adamson, Bell & Co	
Bombay	Sept. 23	S. Bason	Brit. str	2074	P. & O. S. N. Co	
Caledonien	Sept. 20	Maubeuge	Fr. str	2632	Messageries Maritimes	
Canton	Sept. 28	Bremner	Brit. str	1110	Jardine, Matheson & Co	
Chi-yuen	Sept. 21	Null	Chi. str	1347	C. M. S. N. Co	
Ella	Aug. 25	Stout	Brit. str	443	J. Baessler	
Fee-chen	July 14	Piper	Chi. str	640	Chinese Telegraph Co	
Focksang	Sept. 21	Hogg	Brit. str	991	Jardine, Matheson & Co	
Fu-yew	Sept. 21	Graham	Chi. str	936	C. M. S. N. Co	
Ingo	Sept. 24	Jesselsen	Ger. str	672	Nippon Yusen Kaisha	
Kiang-kwan	Sept. 23	Johnson	Chi. str	1030	C. M. S. N. Co	
Kiang-piao	May 20		Chi. str	842	C. M. S. N. Co	
Kuling	April 24	Johnson	Brit. str	804	Gibb, Livingston & Co	
Kung Wo	July 12		Brit. str	600	Jardine, Matheson & Co	
Kwang-lee	Sept. 14	Wells	Chi. str	1508	C. M. S. N. Co	
Malabar	Sept. 24	Gould	Brit. str	1253	Order	
Paoching	Sept. 14	Place	Brit. str	1072	Buchheister & Co	
Pao Hua	Sept. 23	Lewis	Brit. str	295	Buchheister & Co	
Peking	Sept. 20	Schulz	Ger. str	954	Siemssen & Co	
Peiping			Chi. str		C. M. S. N. Co	
Pollux	Sept. 1	Hellmerge	Ger. str	596	Melchers & Co	
Store Nordiske	Aug. 9	Suenson	Dan. str	595	G. N. Telegraph Co	
Sutlej	Sept. 21	Worcester	Brit. str	2103	P. & O. S. N. Co	
Taiwo	Sept. 24	Wilson	Brit. str	719	Jardine, Matheson & Co	
Tokio-maru	Sept. 15	Wynn	Jap. str	1360	Nippon Yusen Kaisha	
Trifels	Sept. 22	Lange	Ger. str	1816	Jardine, Matheson & Co	
W. C. de Vries	Sept. 24	Smith	Brit. str	669	McBain	
Wismar	Sept. 24	Garonitsk	Ger. str	556	Fearon, Low & Co	
Yuensang	Sept. 22	Slesser	Brit. str	1150	Jardine, Matheson & Co	
					SAILING VESSELS.	
Annie H. Smith	Sept. 3	Kendall	Amr. bk	1452	W. Hewett & Co	
Aurora	Aug. 18	Berndt	Brit. bk	295	Chinese	
Forest King	Sept. 6	Doyle	Brit. bk	1602	W. Hewett & Co	
Fortune	Aug. 22	Soderstrom	Siam. bk	447	T. W. Sang	
Gleaming	Sept. 4	Densmore	Brit. bk	1499	C. & J. Trading Co	
Henrietta	Sept. 7	Gilmore	Amr. sh	1203	C. & J. Trading Co	
Hilda	Sept. 7	Roper	Brit. sch	306	Nils Moller	
Mary L. Stone	Sept. 6	Caver	Amr. bk	1420	C. & J. Trading Co	
Mary Stewart	June 17	Neave	Brit. bk	454	Jardine, Matheson & Co	
P'cess Beatrice	Aug. 29	Cordes	Ger. bk	348	Ed. Schellhass & Co	
Sunbeam	Aug. 16	Mowatt	Brit. bk	845	Adamson, Bell & Co	
					TIENTSIN. In Port on 14th September, 1889.	
					STEAMERS.	
Feiching	Sept. 7	Price	Brit. str	994	E. Cousins	
Kung-pai	Sept. 11	Lowe	Chi. str	602	C. M. S. N. Co	
Smith	Sept. 10	Jordan	Chi. str	704	Wilson & Co	
Yeh-sin	Sept. 12	Blethen	Chi. str	754	C. M. S. N. Co	
Yechigo Maru	Sept. 12	Matsumota	Jap. str	591	Wm. Forbes & Co	
					SAILING VESSELS.	
Anglo-Indian	Sept. 7	Witmuss	Brit. bk	530	Chinese	
Elisabeth	Sept. 9	Trost	Ger. bk	447	Chinese	
Iris	Aug. 14	Swan	Brit. sch	206	Chinese	
Loongwha	Aug. 31	Lord	Brit. sch	374	Wilson & Co	
Nanaimo	Aug. 24	Newby	Brit. bk	397	Wm. Forbes & Co	

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Kobe ...."Hyogo News" Coy.
Nagasaki ....Messrs. R. H. Powers & Co.
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HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Alacrity	d.-s. steel despatch boat	4	3150	Com. R. B. Maconochie	Japan
Cockchafer	gunboat	4	470	Lt.-Com. E. B. Maxwell	Cruising
Conquest	corvette	14	2670	Capt. W. H. Henderson	Nagasaki
Cordelia	corvette	10	2420	Captain H. T. Grenfell	Yokohama
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Lt.-Com. R. T. Smith	Chemulpo
Firebrand	composite gunboat	4	460	Lieut.-Com. Denison	Cruising
Hyacinth	cruiser	6	1190	Capt. R. W. Craigie	Japan
Imperieuse	double-screw iron frigate	10	1000	Capt. Wm. H. May	Japan
Leander	cruiser	10	5000	Capt. Burges Watson	Japan
Linnet	gunboat	5	1050	Com. P. R. Smythes	Japan
Merlin	composite gunboat	4	430	Lt.-Com. G. H. Yonge	Hankow
Mutine	composite sloop	10	1120	Com. J. H. Martin	Hongkong
Orion	armour-plated ship	4	4040	Captain Bruce	Singapore
Porpoise	steel torpedo cruiser	6	3500	Com. R. W. White	Japan
Rambler	composite gun-vessel	3	670	Com. L. S. Denison	Cruising
Rattler	composite gunboat	6	1200	L.-C. Maitland-Dougall	Singapore
Satellite	corvette	8	1400	Capt. T. W. P. Nesham	Shanghai
Severn	cruiser	12	6000	Capt. W. H. Hall	Nagasaki
Solent	torpedo-mining launch	—	—	—	Hongkong
Swift	double-screw gun-vessel	2	1010	Com. Hon. R. Bingham	Yokohama
Tweed	double-screw gun-vessel	3	340	In reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore E. J. Church	Hongkong
Wanderer	composite sloop	3	750	Com. G. A. Giffard	Japan
Wivern	turret ironclad	4	1450	In reserve	Hongkong

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Marion	American corvette	8	1170	Capt. N. M. Dyer	Yokohama
Omaha	American corvette	12	1160	Capt. F. V. McNair	Yokohama
Palos	American gunboat	6	500	Lieut.-Com. J. E. Craig	Nagasaki
Monocacy	American gun vessel	6	—	Lieut.-Com. Reisinger	Yokohama
Aspic	French gunboat	4	—	Captain Malapert	Tientsin
Chasseur	French gunboat	—	—	Capt. Bugard	Shanghai
Comete	French gunboat	—	—	Lieut. Martel	Haiphong
Lutin	French gunboat	—	—	Commander Nenny	Haiphong
Parseval	French cruiser	—	—	Captain Fourest	Japan
Pluvier	French gunboat	—	—	Captain Foret	Haiphong
Scudar	French gunboat	—	—	Captain Raoul	Hongkong
Turenne	French frigate	—	—	Captain Juge	Saigon
Villars	French cruiser	—	—	Captain Meyet	Nagasaki
Vipère	French gunboat	4	100	Capt. Gondat	Ichang
Iltis	German gunboat	4	340	Lieut.-Com. von Eickstedt	Shanghai
Wolf	German gunboat	2	340	Lieut.-Com. Credner	Canton
Rio Lima	Portuguese gunboat	3	100	Com. J. R. Santa Barbara	Nagasaki
Tejo	Portuguese gunboat	—	—	Captain Caminha	Macao
Ad. Nachimoff	Russian cruiser	50	—	Captain Dolinon	Vladivostock
Bobre	Russian cruiser	15	1100	Capt. Menschikoff	Chemulpo
Koreyets	Russian gunboat	—	—	Captain Ostelstsky	Nagasaki
Mandjur	Russian cruiser	—	—	Capt. Tchoukanin	Vladivostock
Nayezdnik	Russian cruiser	9	258	Captain Zatine	Yokohama
Razboinick	Russian corvette	—	—	Captain Wulf	Vladivostock
Bestrock	Russian cruiser	13	—	Captain Surief	Vladivostock
Vostock	Russian gunboat	4	—	Commander Molchousky	Vladivostock
Aragon	Spanish cruiser	14	2600	Capt. D. E. Zuleaga	Manila

Printed and Published by B. CHATTERTON WILCOX, Wyndham Street, Hongkong.